



# **six cities trail plan**

**October 2001**

**A Regional Linkage Plan for:**

**Allen  
Frisco  
Garland  
McKinney  
Plano  
Richardson**



Collin & Dallas County, Texas



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**Introduction - The Six Cities Trail Plan**

Allen, Frisco, Garland, McKinney, Plano, and Richardson are rated among the best “quality of life” cities in the Dallas/Fort Worth Metropolitan area. They offer quality housing, excellent schools, proximity to retail shopping and significant employment bases. Each city is known as a progressive leader in providing significant recreational opportunities and facilities for its residents.

Trails continue to be one of the most popular types of recreational facilities. Trails offer something for everyone, from the very young, to the very active, to the elderly simply seeking a place to walk and enjoy being outside. Trails offer a chance to see the beauty in our cities that is often not readily visible from the streets that we travel on in our everyday lives. The population of Texas is gradually aging, resulting in a greater interest in low impact recreational opportunities such as trails. Moreover, trails are relatively easy to build and to maintain. They serve the additional benefit in that they become second “roadways” between neighborhoods and places that we want to go to, such as schools, parks, entertainment and shopping.

**Significant Population Growth** - The population of the northern portion of the Dallas/Fort Worth Metroplex is experiencing tremendous growth over the past 10 years. The population of the Six Cities was just over 430,000 in 1990, but has increased by 58% to over 680,000 in the year 2000. By the year 2025, the combined population of the Six Cities is projected to be over 1,000,000 residents.

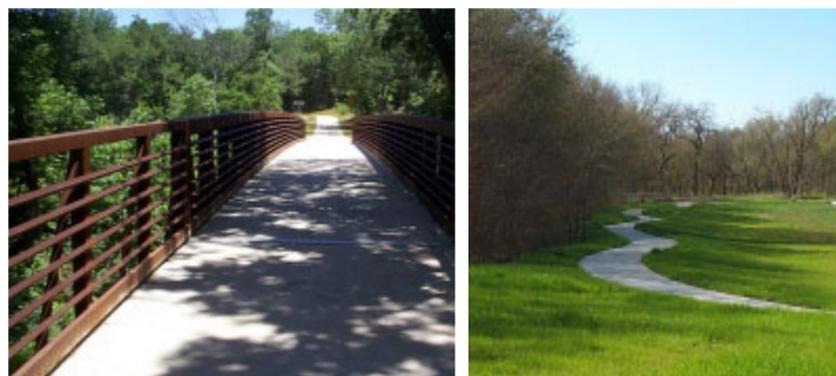
**An Emphasis on Planning** - Long range recreation planning has been a key focus of all of the participating cities for a long time. The City of Garland was one of the first area cities to adopt a long range Parks and Recreation Master Plan in the early 1980’s, and today all of the participating cities have current citywide Park Master Plans or Trail Master Plans that emphasize trail planning and corridor acquisition. Those trail plans have been incorporated into the Six Cities Trail plan as a base source of localized planning. This plan does not supercede local trail plans, but rather reinforces them by linking trails from city to city, therefore making local trail plans even more relevant and significant.



**Purpose of the Six Cities Trail Plan**

Park Department staff members from the participating cities first conceived the Six Cities Trail Plan in 1999. Those staff members saw the need for area cities to work together to establish a joint plan that would link the trail systems created in each individual city. The plan was created with the following purposes in mind:

- Foster interjurisdictional planning between the area cities.
- To further emphasize the regional transportation goals established by the governing regional planning entity, the North Central Texas Council of Governments.



- Establish key corridors as a “spine” system between the participating cities.
- Maximize the efficiency of planning funding by collaborating on an interjurisdictional planning effort.
- Through the planning effort, recommend uniform standards for trail segments so that a sense of consistency is maintained as one travels from city to city.
- Create an additional regional emphasis on trails that would allow the participating cities to compete for regional recreational grant opportunities.

**Specific Goals of the Plan**

Throughout the planning process, specific goals for the Six Cities Trail Plan were identified. These are as follows:

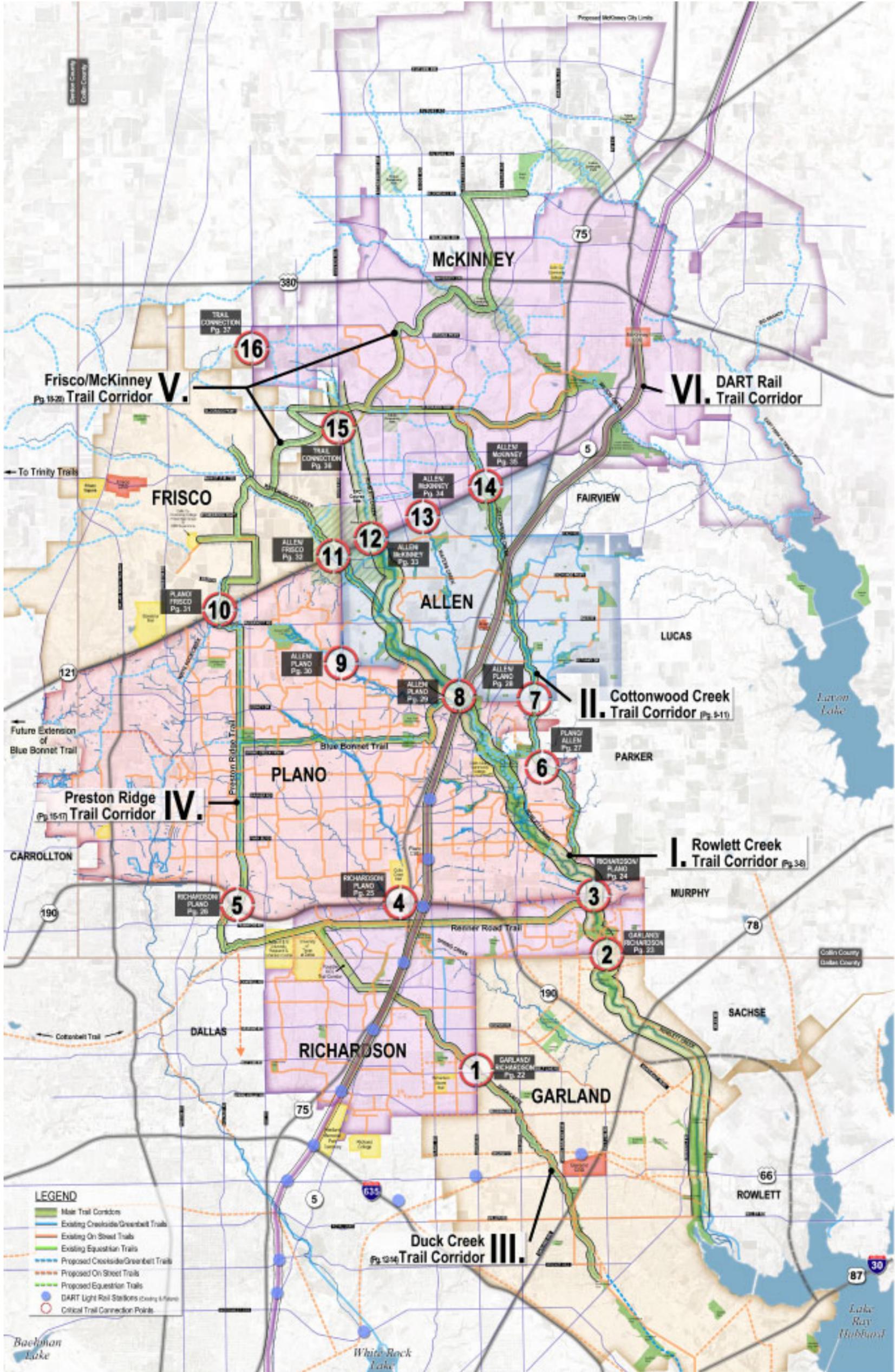
- To define specific high priority corridors that connect two or more of the participating cities, so that these could be planned in an interjurisdictional manner;
- To identify and consider key crossing points between cities, so that uniform interconnecting points can be established, and so that points of intersection can be determined and built by each city;
- Where feasible, to recommend uniform design standards, materials and trail widths for trails that cross two or more cities; and
- To produce a regional trail guidance plan that is endorsed and ratified by all participating cities, and that can serve to guide long range trail planning throughout the six cities and Collin and Dallas Counties.

**Methodology**

The planning process included:

- Integration of existing trails planning from all participating cities;
- Identification of key trail corridors throughout the participating six cities;
- Review of existing park master plans and citizen goals and input related to trails in each of those plans;
- Development of general alignment for each of the major trail corridors;
- Development of potential alignments and intersecting points for each of the key connection points between participating cities;
- Refinement based on input received from each participating city;
- Preparation of a draft plan for final review, approval and endorsement by each city; and
- Preparation of a final report and mapping for each city.

The Plan uses pictures to convey connection ideas and issues, and is intended to facilitate the planning and design of trails. Working together, the six cities can create one of the finest trail systems anywhere.



This map has been prepared for the purpose of illustrating the general concept. The information and suggestions are approximate and may be altered to respond to changing development conditions and requirements. The subject to governmental approval.

**Six Cities Trail Plan**  
 Dallas/Collin County, Texas

October 2001

Approx. Scale: 1" = 1 Mile

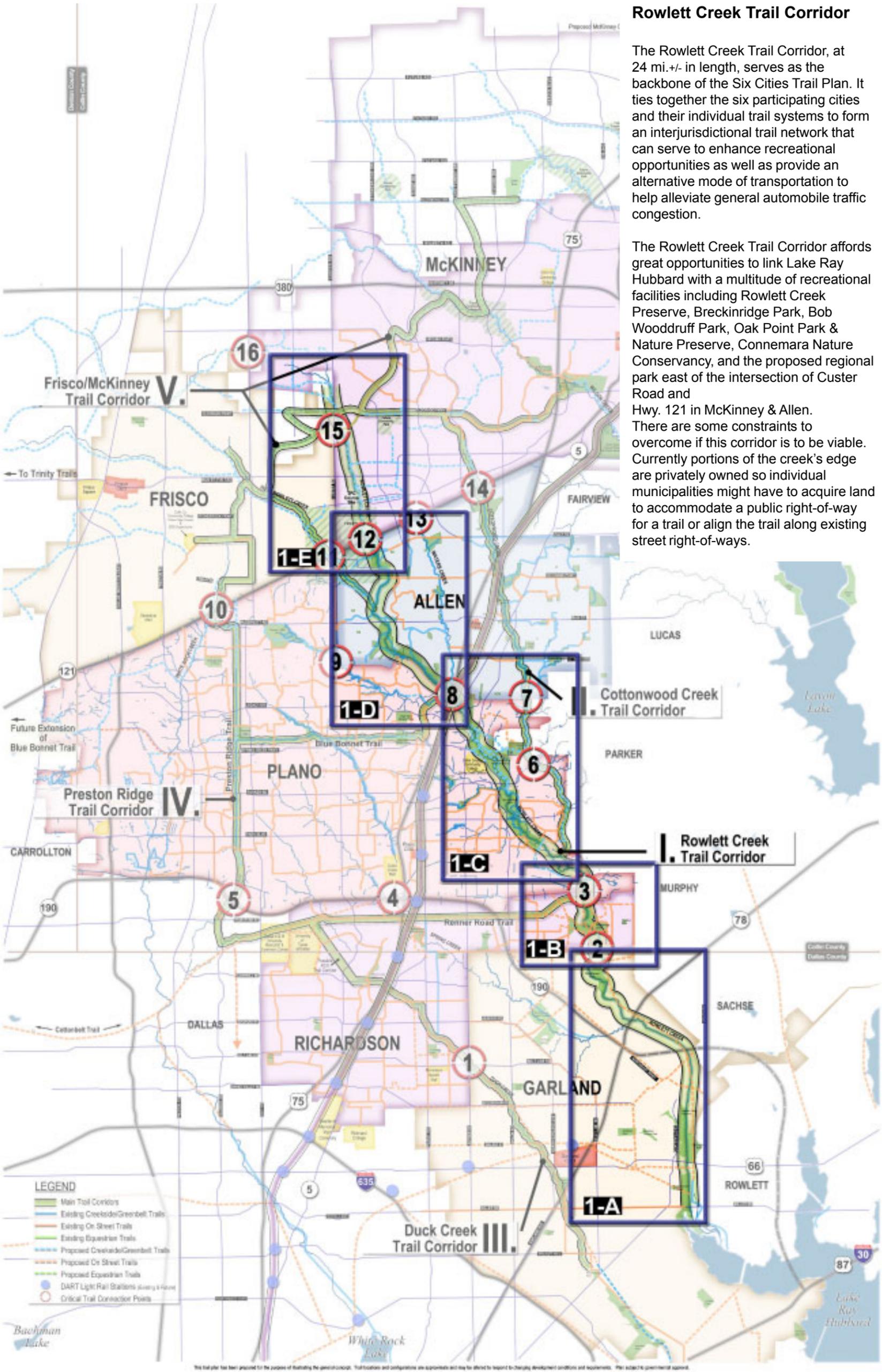
0 1 Mile 2 Miles 4 Miles

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**Corridor #1  
Rowlett Creek Trail Corridor**

The Rowlett Creek Trail Corridor, at 24 mi. +/- in length, serves as the backbone of the Six Cities Trail Plan. It ties together the six participating cities and their individual trail systems to form an interjurisdictional trail network that can serve to enhance recreational opportunities as well as provide an alternative mode of transportation to help alleviate general automobile traffic congestion.

The Rowlett Creek Trail Corridor affords great opportunities to link Lake Ray Hubbard with a multitude of recreational facilities including Rowlett Creek Preserve, Breckinridge Park, Bob Woodruff Park, Oak Point Park & Nature Preserve, Connemara Nature Conservancy, and the proposed regional park east of the intersection of Custer Road and Hwy. 121 in McKinney & Allen. There are some constraints to overcome if this corridor is to be viable. Currently portions of the creek's edge are privately owned so individual municipalities might have to acquire land to accommodate a public right-of-way for a trail or align the trail along existing street right-of-ways.

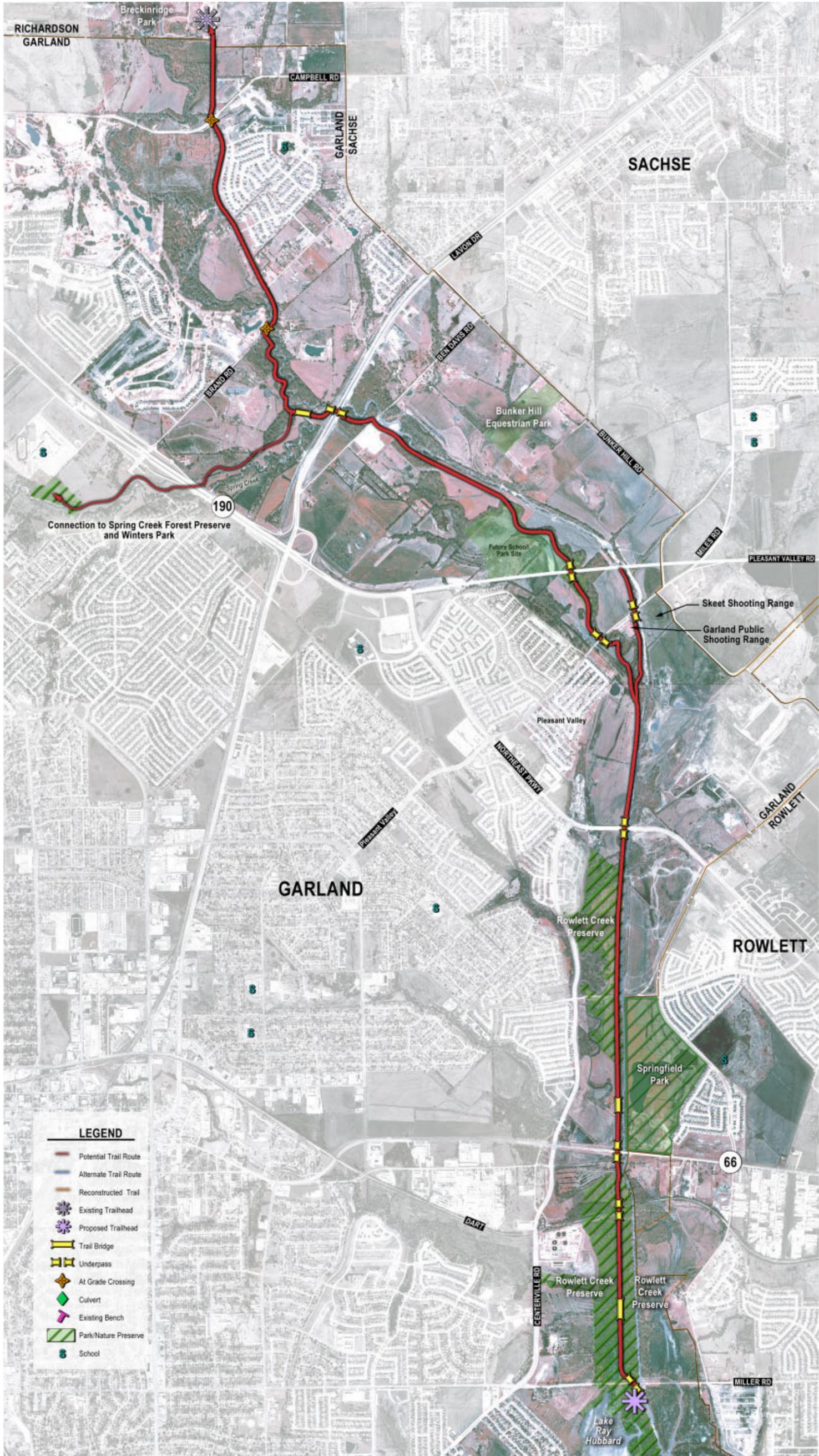


**Six Cities Trail Plan  
Corridor #1  
Rowlett Creek Locator Map**

October 2001



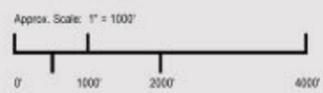
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This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

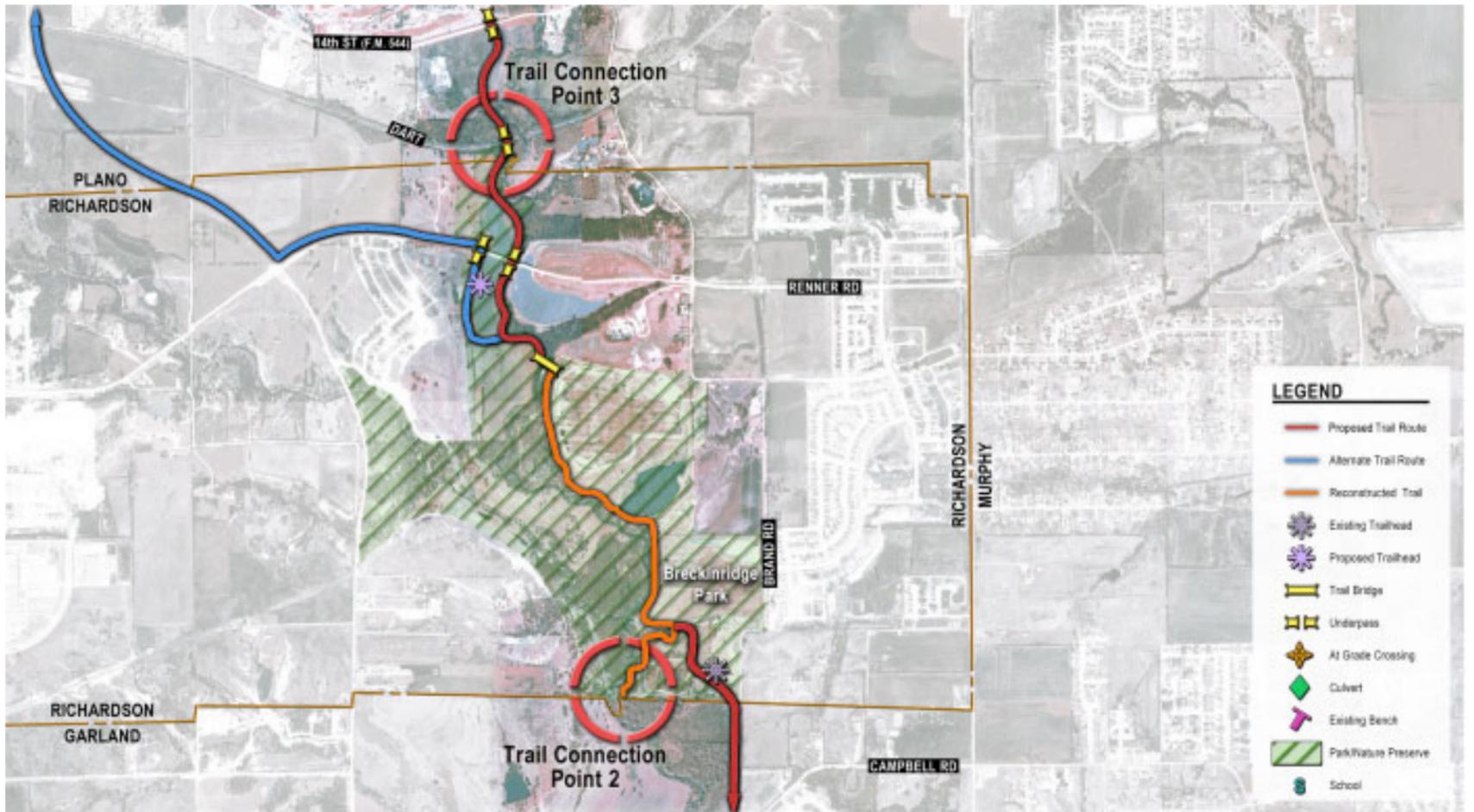
Corridor #1  
**Rowlett Creek Corridor**  
 City of Garland

Six Cities Trail Plan  
 August 2001



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PLATE  
**1-A**



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

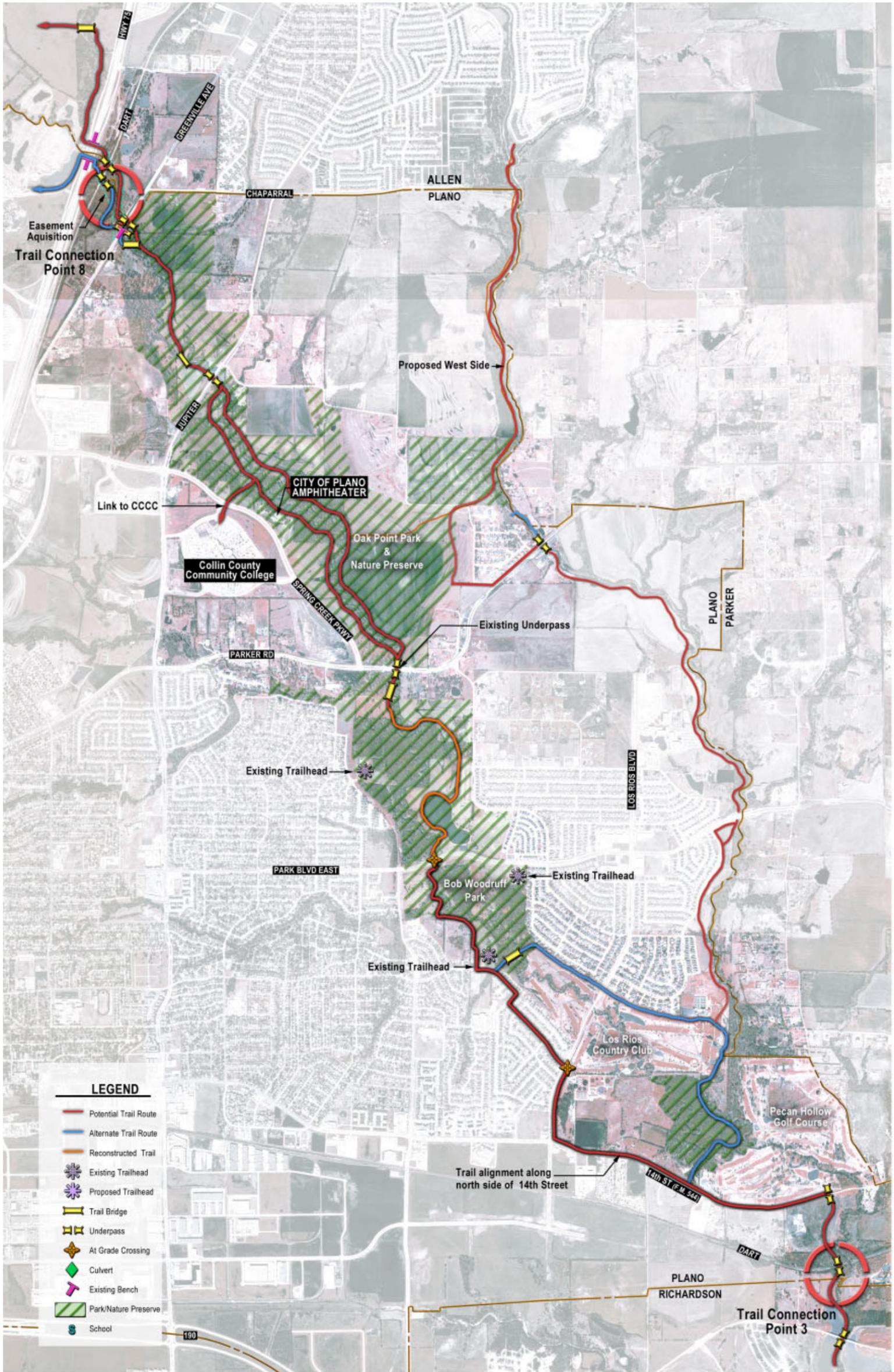
Corridor #1  
**Rowlett Creek Corridor**  
 City of Richardson

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Approx. Scale: 1" = 1000'

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PLATE 1B



Highway 5/Avenue K bridge over Rowlett Creek



Hwy. 75 and Chase Oaks Golf Course



Renner Rd Bidge over Rowlett Creek

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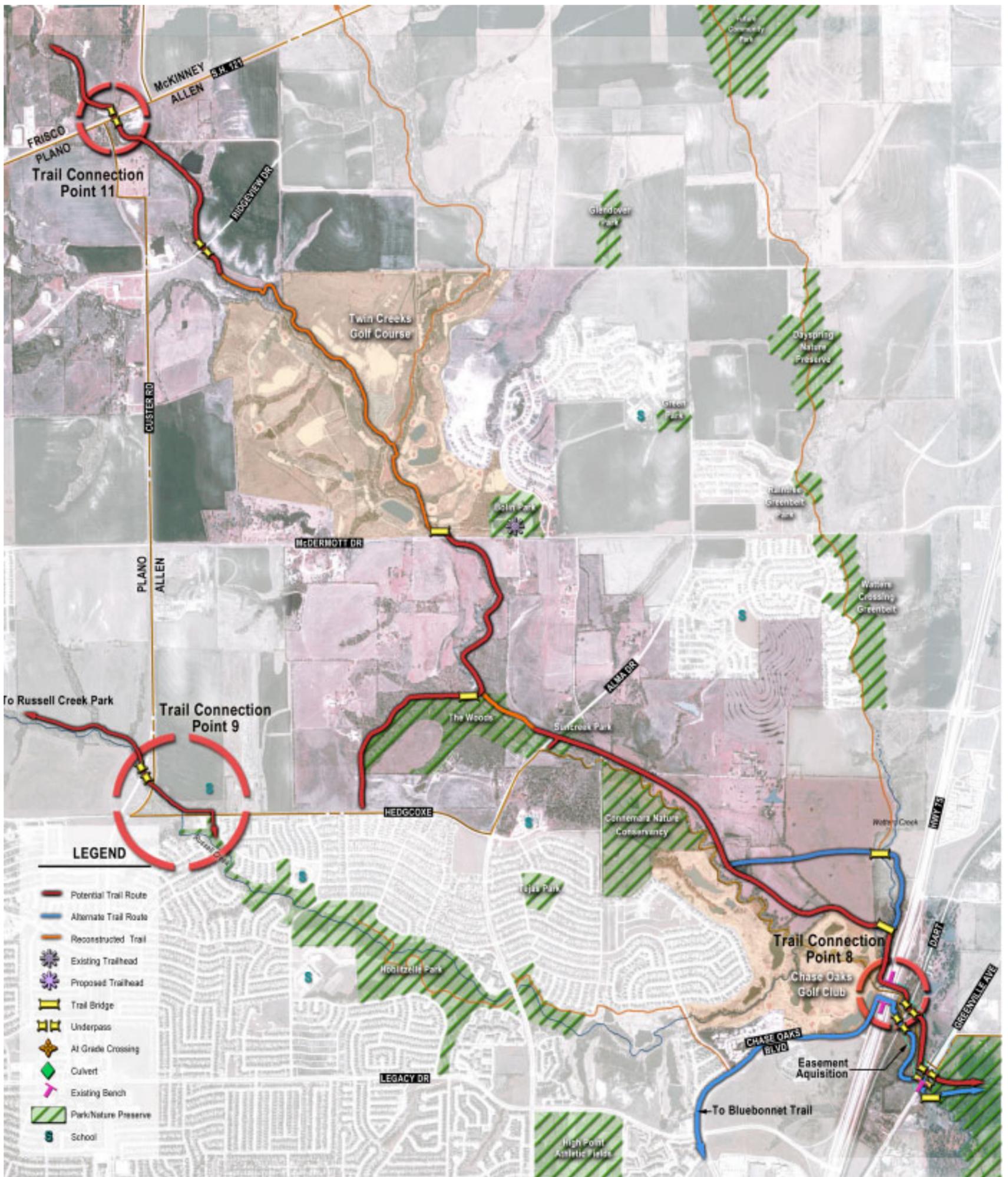
CORRIDOR #1  
**Rowlett Creek Corridor**  
 City of Plano

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PLATE  
**1C**



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

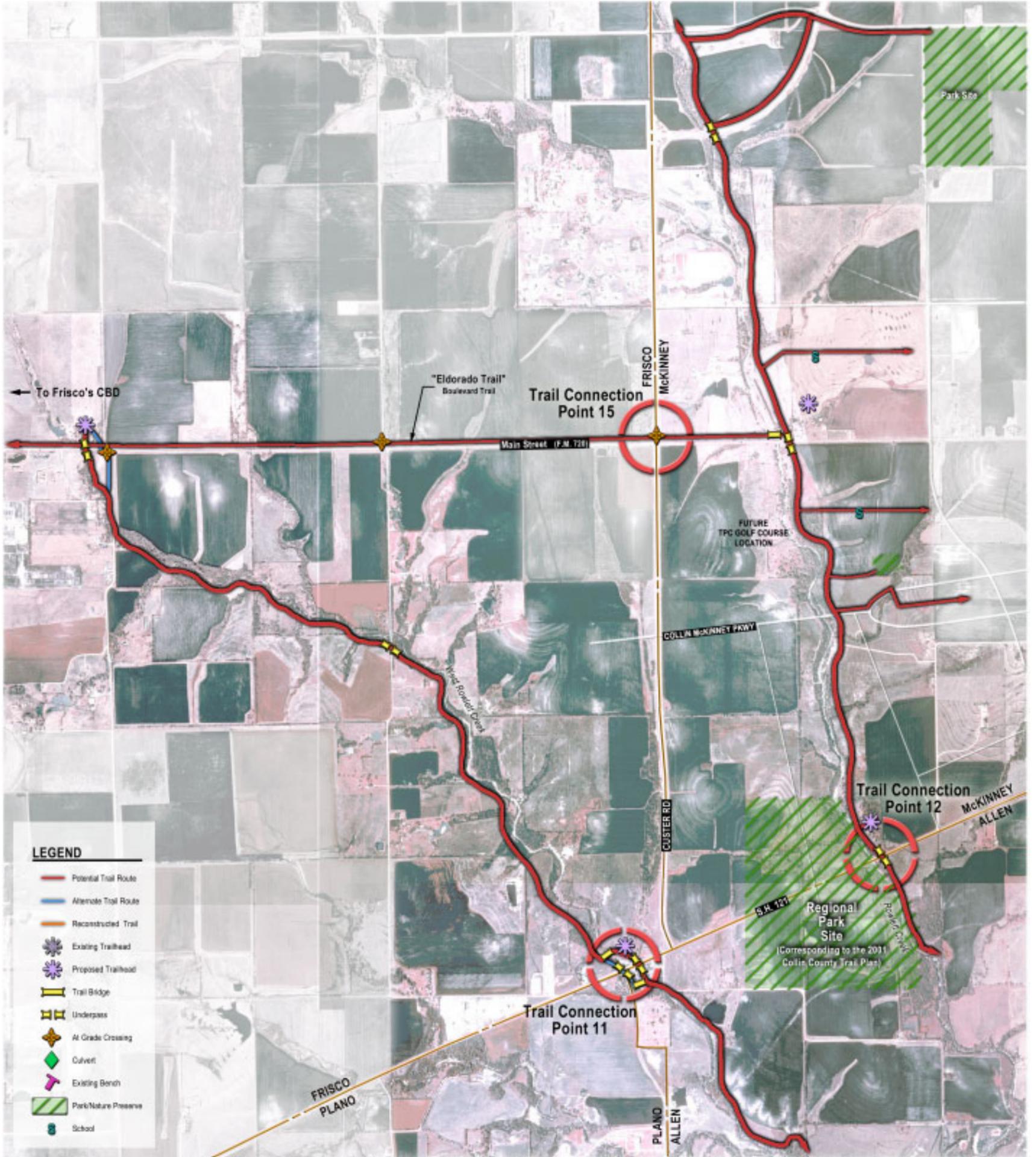
Corridor #1  
**Rowlett Creek Corridor**  
 City of Allen

Six Cities Trail Plan  
 August 2001



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PLATE 10D



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

CORRIDOR #1  
**Rowlett Creek Corridor**  
 City of Frisco/ City of McKinney

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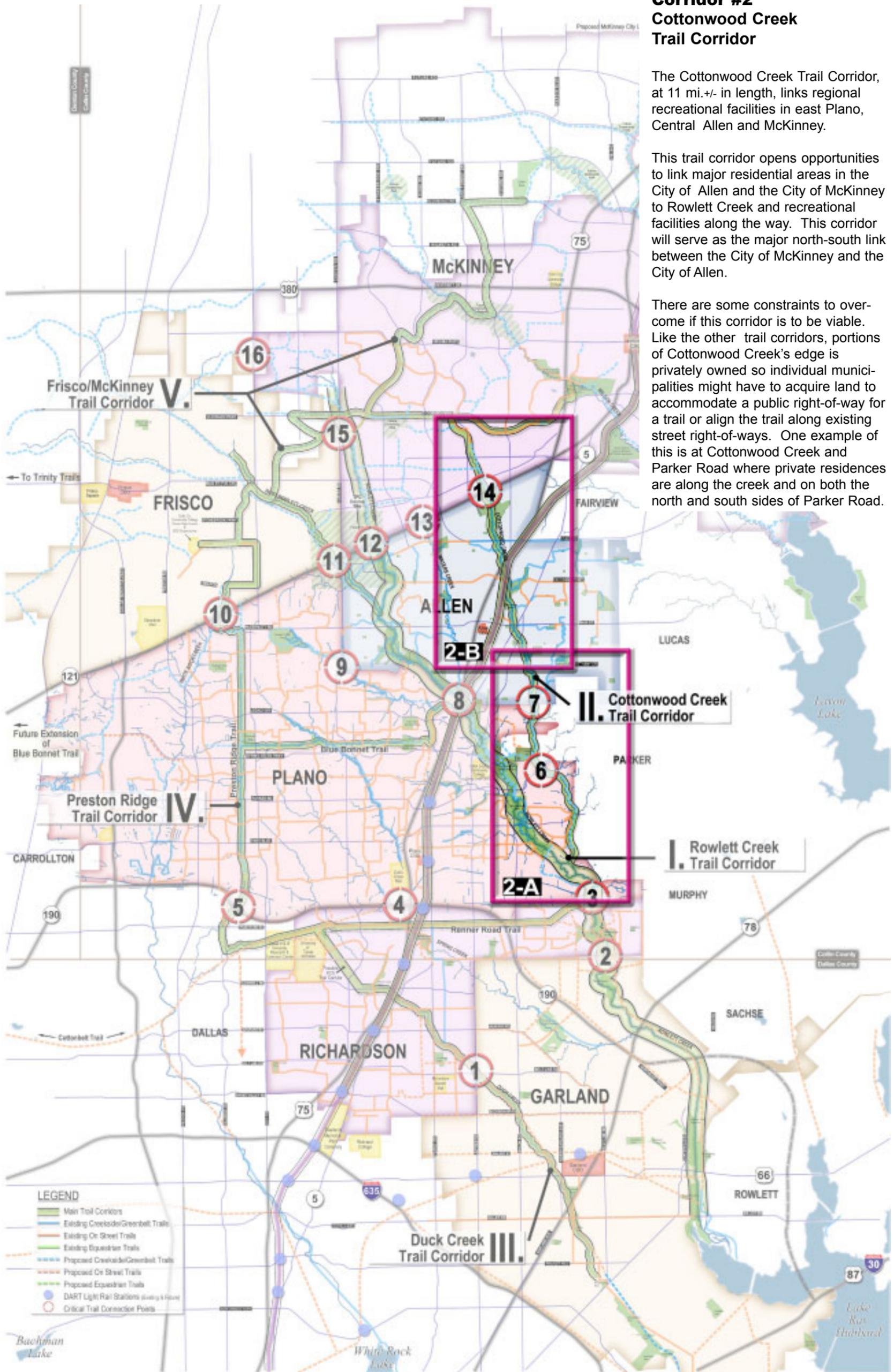
**PLATE**  
**103**

## Corridor #2 Cottonwood Creek Trail Corridor

The Cottonwood Creek Trail Corridor, at 11 mi.+/- in length, links regional recreational facilities in east Plano, Central Allen and McKinney.

This trail corridor opens opportunities to link major residential areas in the City of Allen and the City of McKinney to Rowlett Creek and recreational facilities along the way. This corridor will serve as the major north-south link between the City of McKinney and the City of Allen.

There are some constraints to overcome if this corridor is to be viable. Like the other trail corridors, portions of Cottonwood Creek's edge is privately owned so individual municipalities might have to acquire land to accommodate a public right-of-way for a trail or align the trail along existing street right-of-ways. One example of this is at Cottonwood Creek and Parker Road where private residences are along the creek and on both the north and south sides of Parker Road.



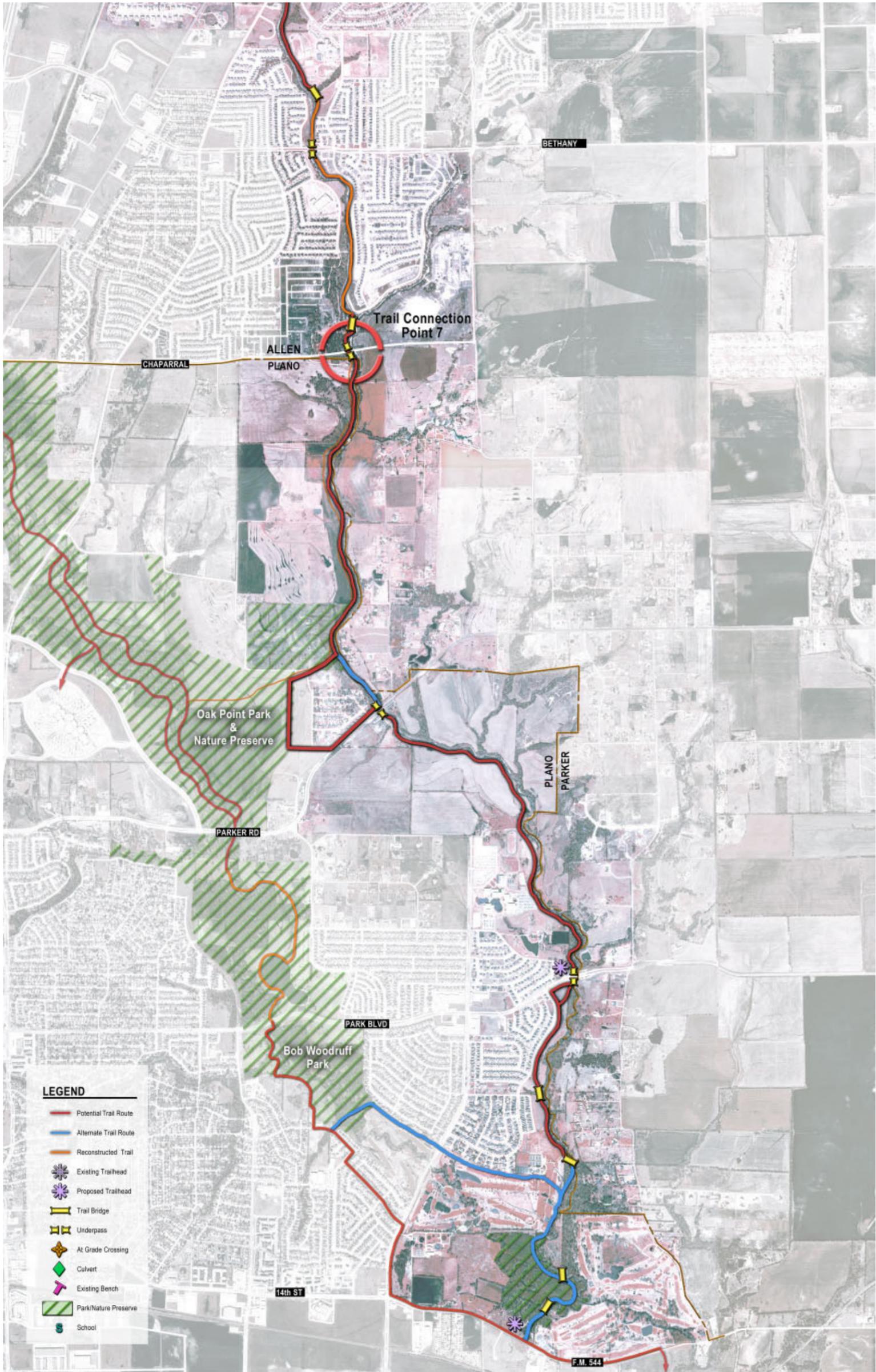
### Six Cities Trail Plan Corridor #2 Cottonwood Creek Locator Map

October 2001

Approx. Scale: 1" = 1 Mile



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South side of Parker Rd bridge over creek



North side of Parker Rd Bridge over creek



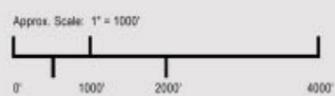
ALLEN: Trail north of Chaparral



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

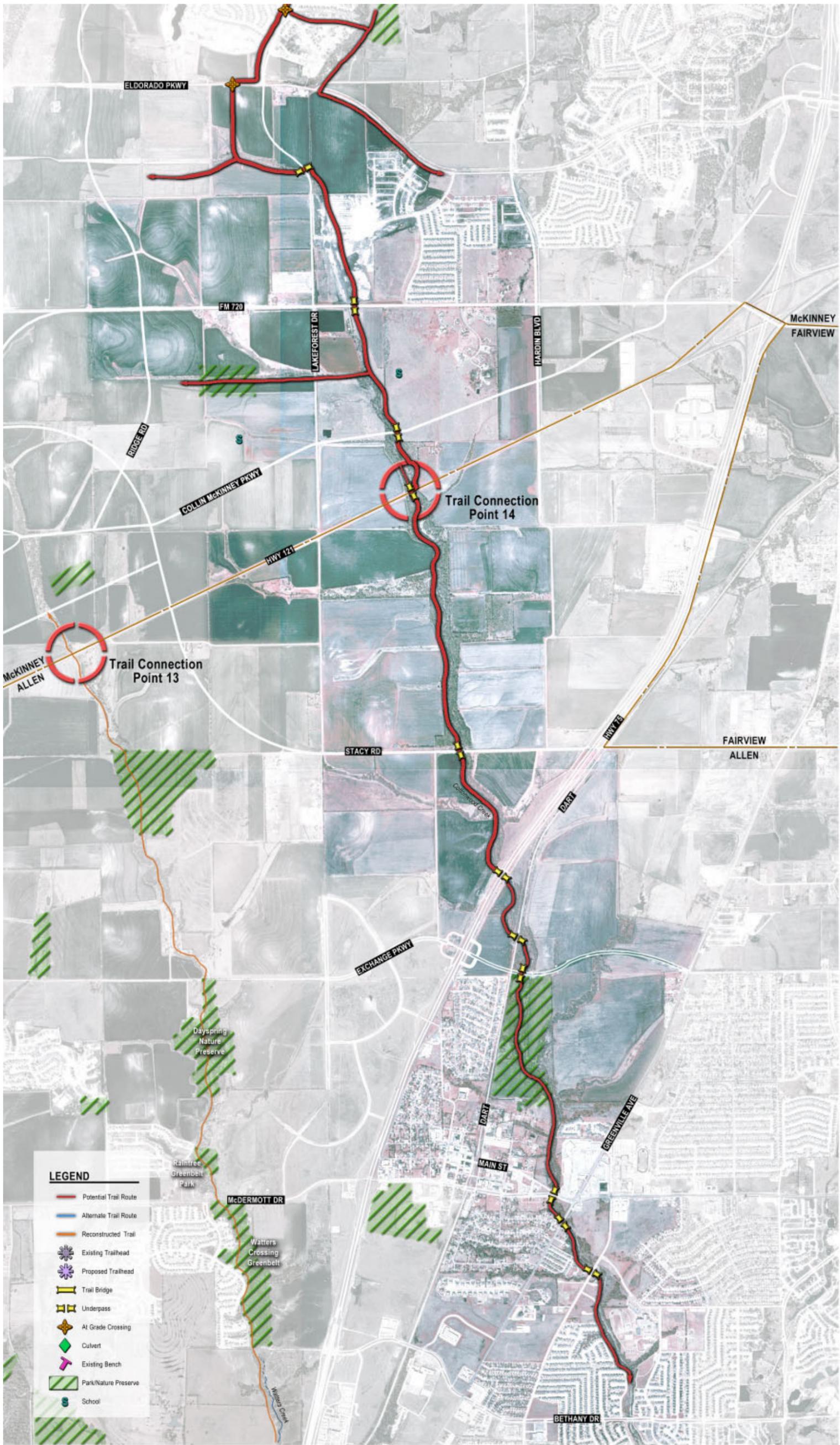
CORRIDOR #2  
**Cottonwood Creek Corridor**  
 City of Plano

Six Cities Trail Plan  
 August 2001



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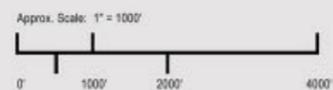
**PLATE**  
**2-A**



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

CORRIDOR #2  
**Cottonwood Creek Corridor**  
 City of Allen/City of McKinney

Six Cities Trail Plan  
 August 2001



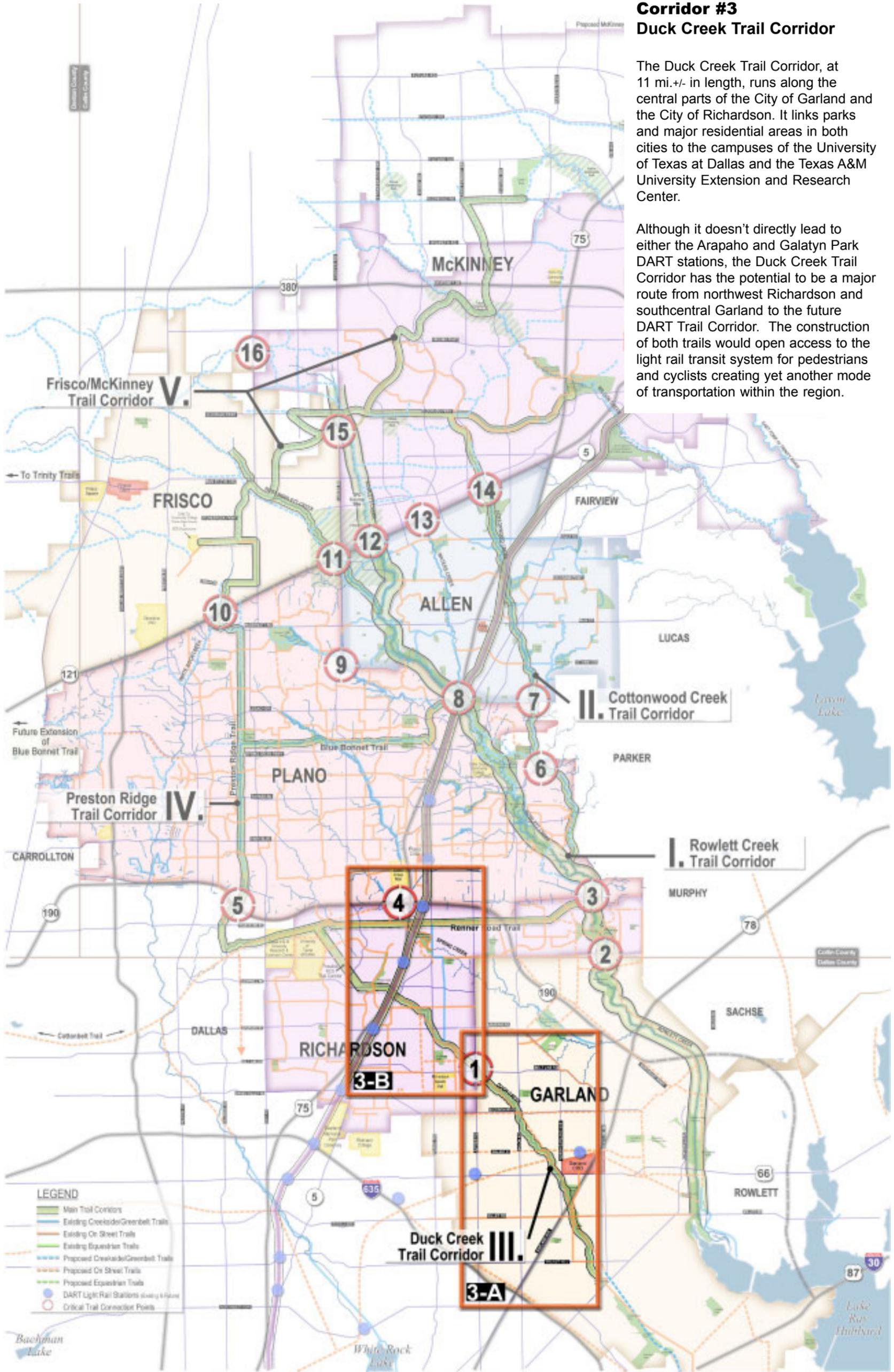
**Half Associates**  
ARCHITECTS ENGINEERS PLANNERS

**PLATE**  
**2-B**

**Corridor #3  
Duck Creek Trail Corridor**

The Duck Creek Trail Corridor, at 11 mi.+/- in length, runs along the central parts of the City of Garland and the City of Richardson. It links parks and major residential areas in both cities to the campuses of the University of Texas at Dallas and the Texas A&M University Extension and Research Center.

Although it doesn't directly lead to either the Arapaho and Galatyn Park DART stations, the Duck Creek Trail Corridor has the potential to be a major route from northwest Richardson and southcentral Garland to the future DART Trail Corridor. The construction of both trails would open access to the light rail transit system for pedestrians and cyclists creating yet another mode of transportation within the region.



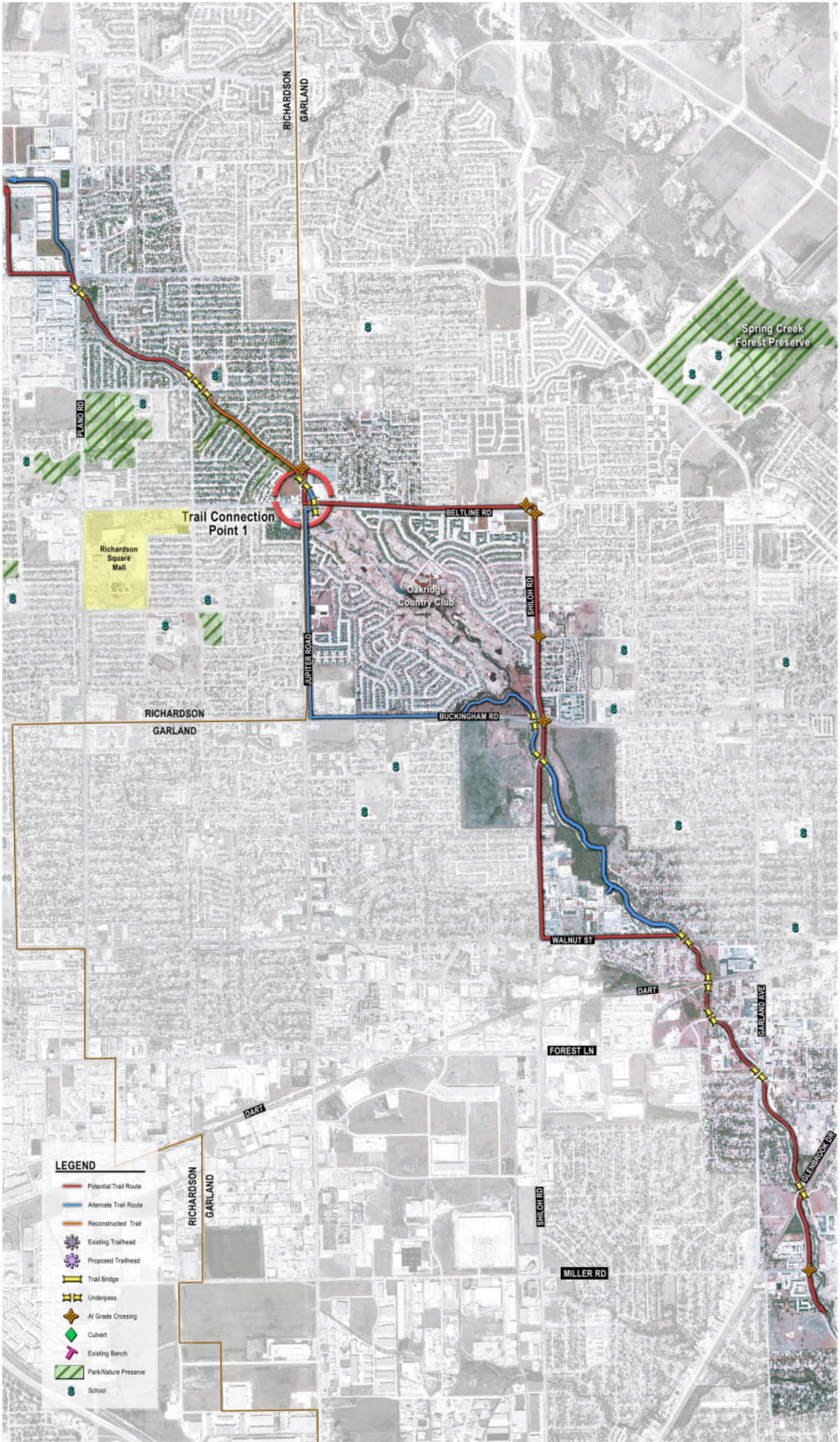
Six Cities Trail Plan  
**Corridor #3  
Duck Creek Locator Map**

October 2001

Approx. Scale: 1" = 1 Mile



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Corridor #3  
**Duck Creek Corridor**  
 City of Garland/City of Richardson

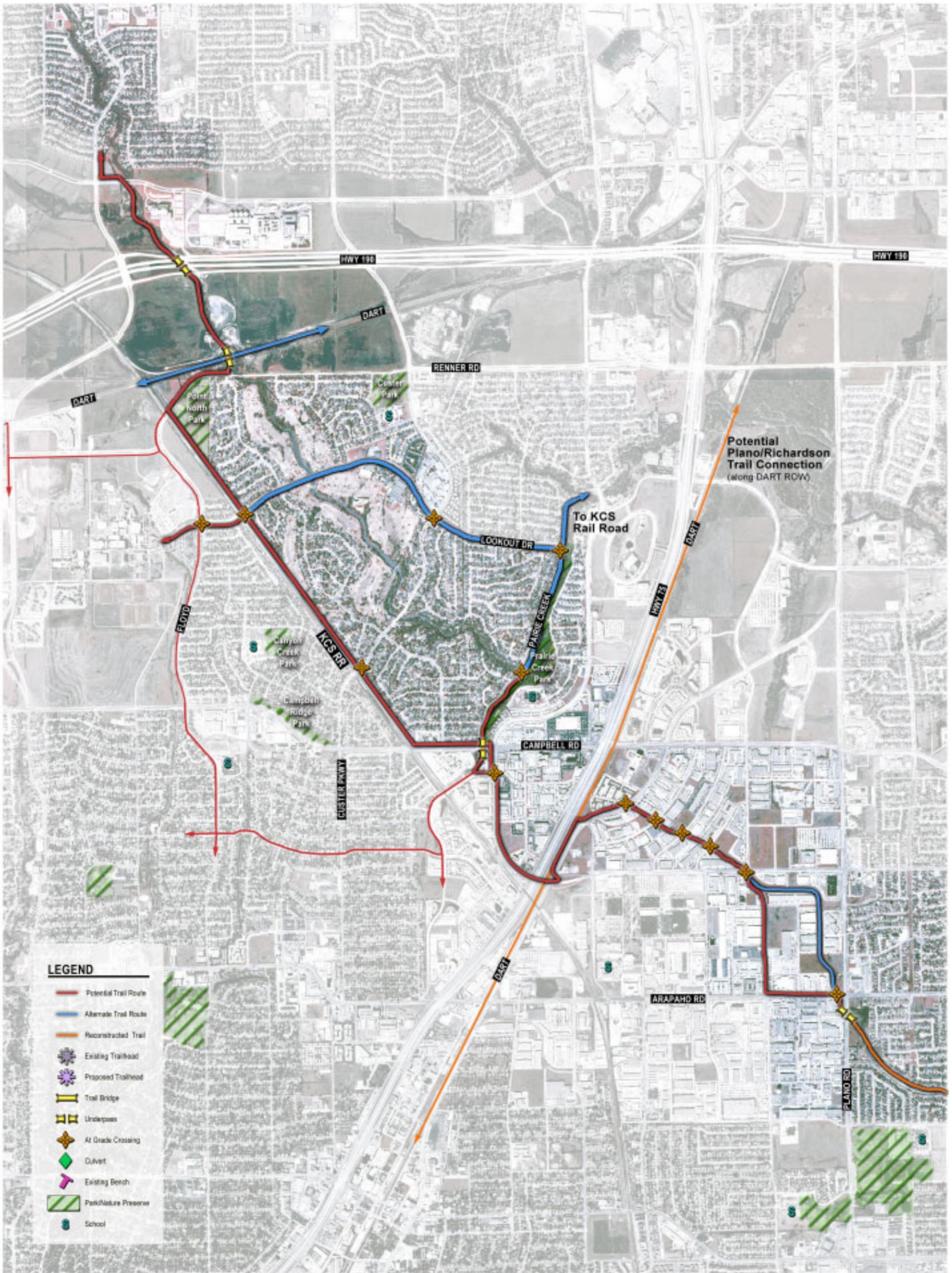
Six Cities Trail Plan  
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PLATE  
**3-A**



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Corridor #3  
**Duck Creek Corridor**  
 City of Richardson

Six Cities Trail Plan  
 August 2001



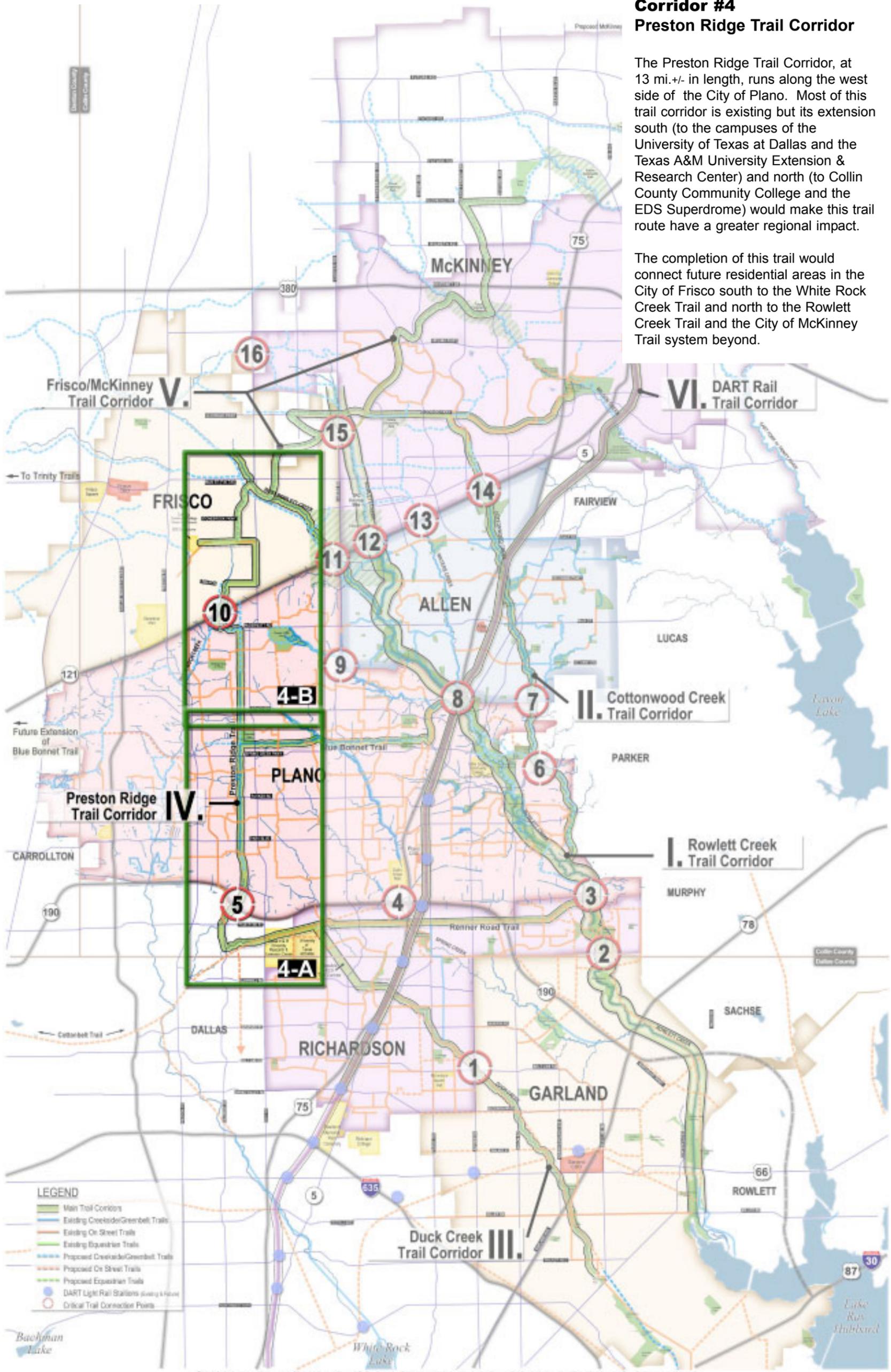
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 LANDSCAPE ARCHITECTS AND PLANNERS

PLATE  
**3-B**

**Corridor #4  
Preston Ridge Trail Corridor**

The Preston Ridge Trail Corridor, at 13 mi.+/- in length, runs along the west side of the City of Plano. Most of this trail corridor is existing but its extension south (to the campuses of the University of Texas at Dallas and the Texas A&M University Extension & Research Center) and north (to Collin County Community College and the EDS Superdome) would make this trail route have a greater regional impact.

The completion of this trail would connect future residential areas in the City of Frisco south to the White Rock Creek Trail and north to the Rowlett Creek Trail and the City of McKinney Trail system beyond.



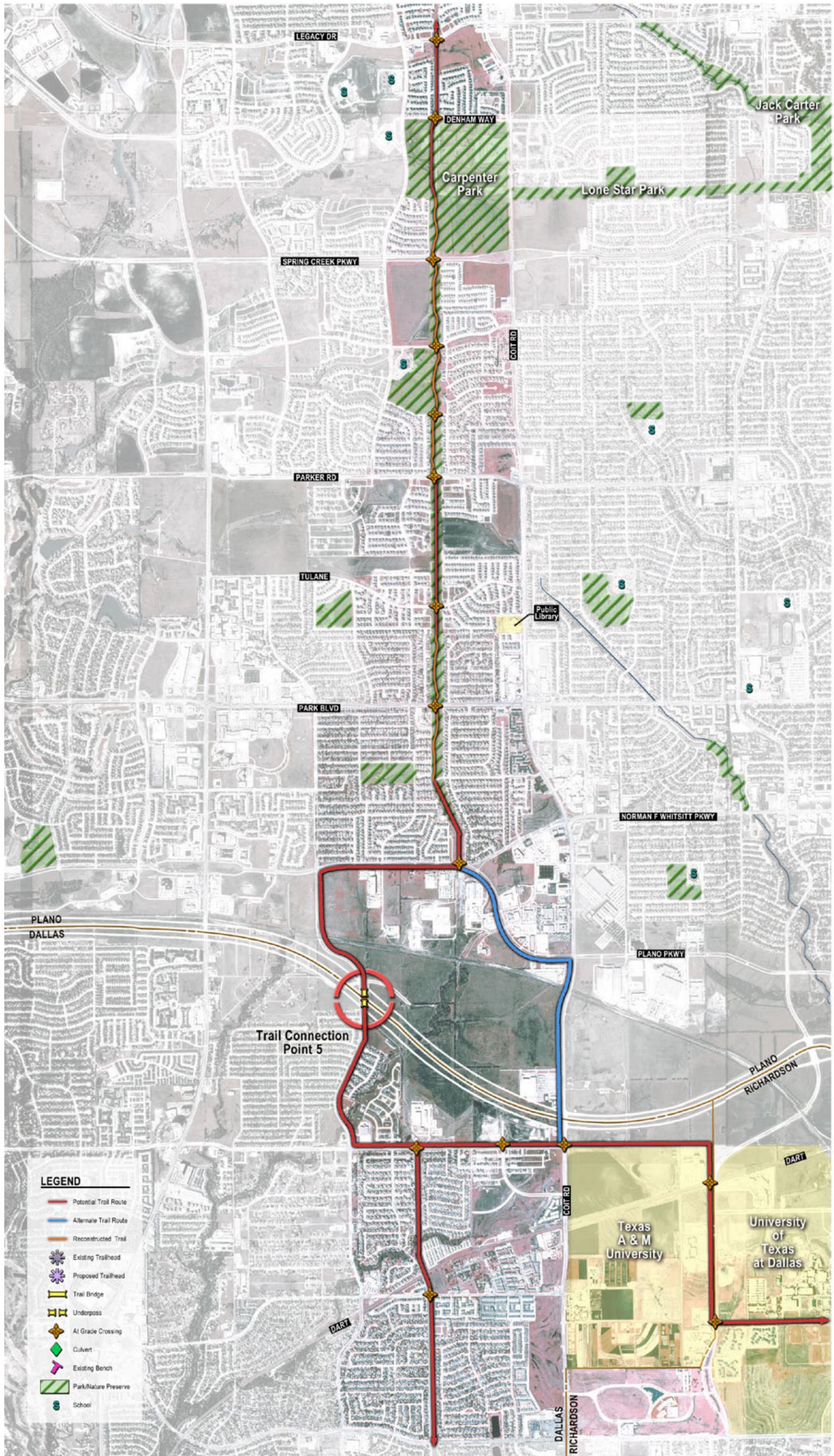
Six Cities Trail Plan  
**Corridor #4  
Preston Ridge Trail Corridor Locator Map**

October 2001

Approx. Scale: 1" = 1 Mile



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This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

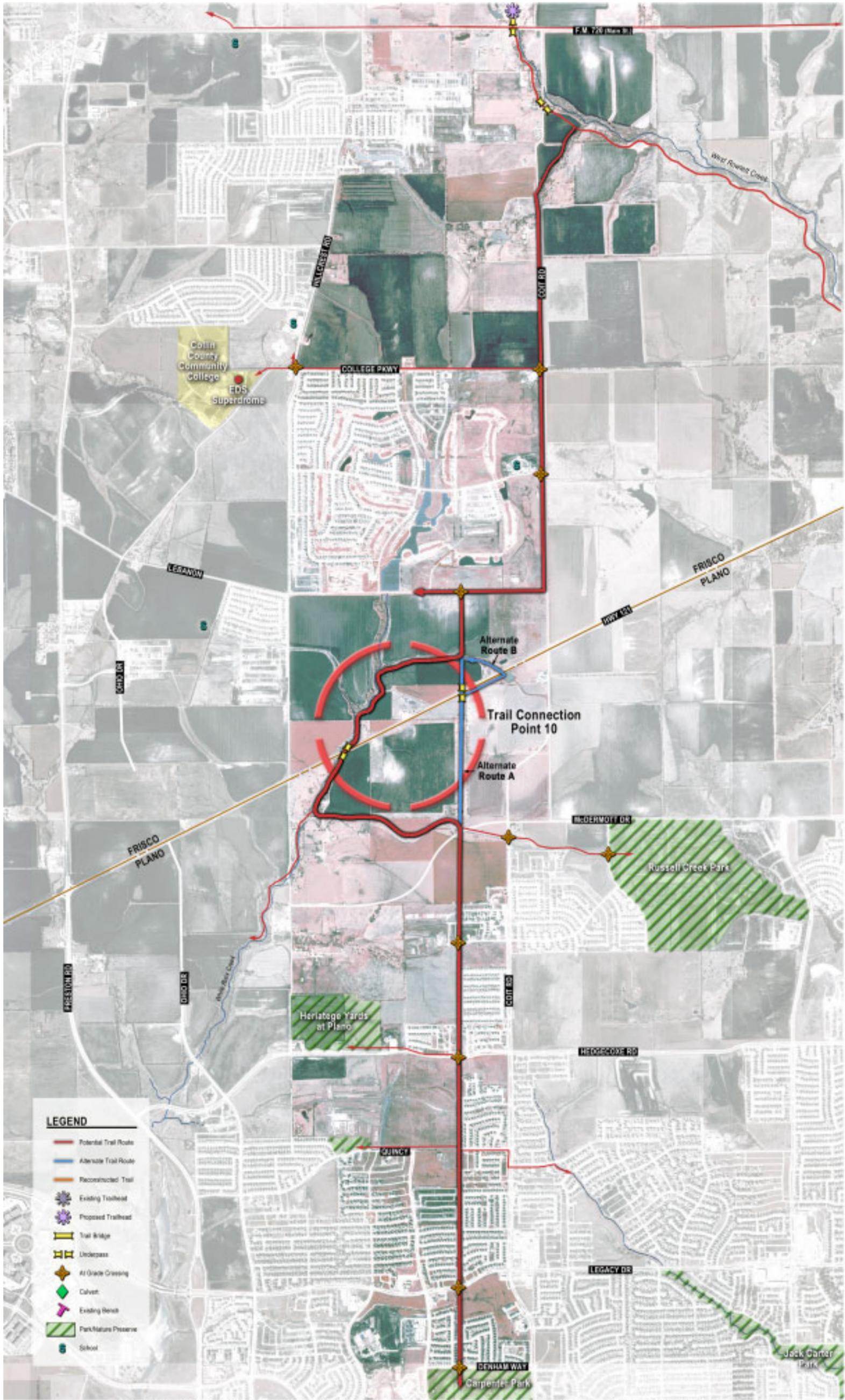
Corridor #4  
**Preston Ridge Trail Corridor**  
 City of Plano/City of Richardson/City of Dallas

Six Cities Trail Plan  
 August 2001



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PLATE  
**4-A**



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

**CORRIDOR #4**  
**Preston Ridge Trail Corridor**  
 City of Frisco/City of Plano

Six Cities Trail Plan  
 August 2001



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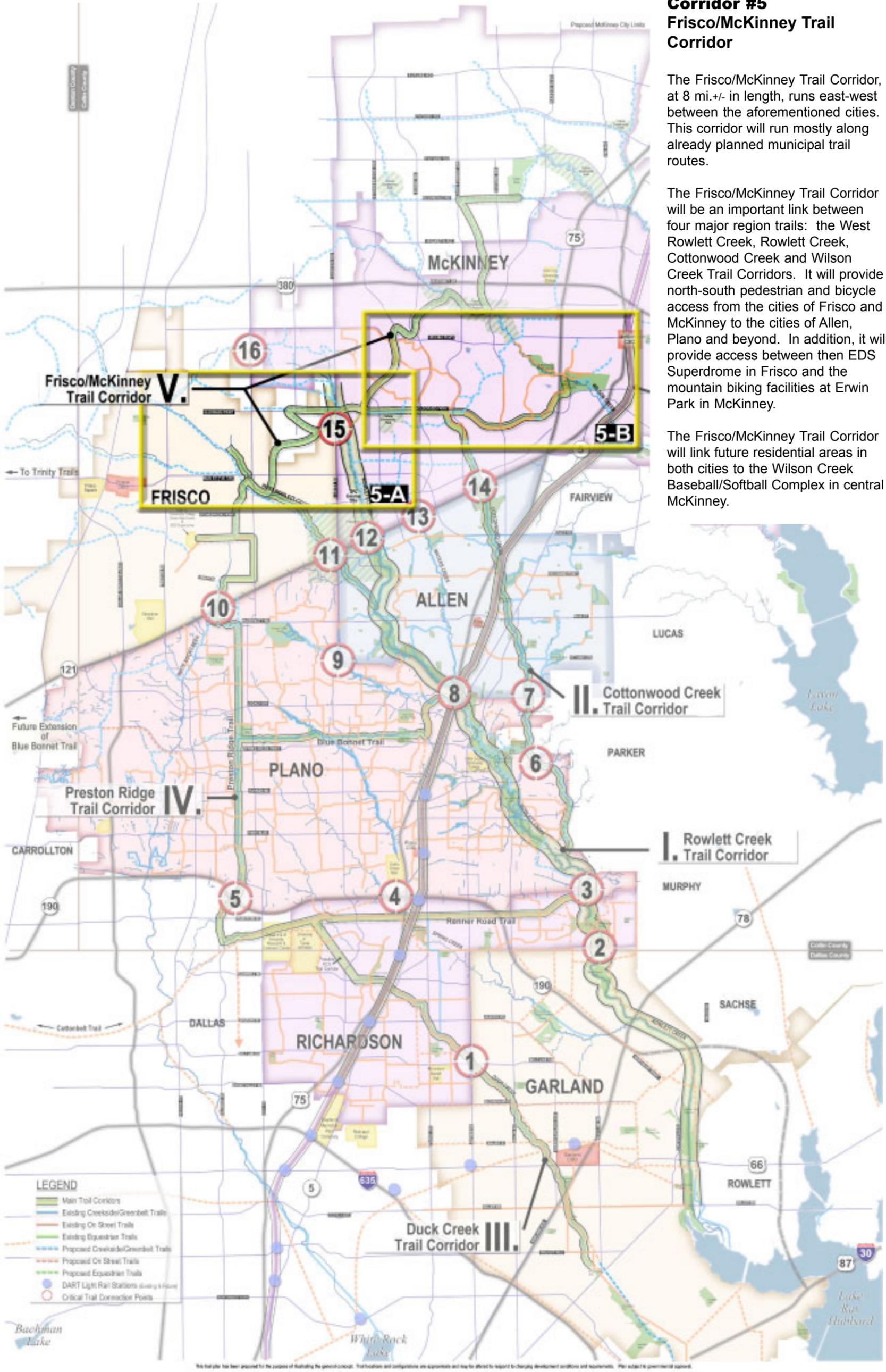
PLATE  
**4-B**

**Corridor #5  
Frisco/McKinney Trail Corridor**

The Frisco/McKinney Trail Corridor, at 8 mi.+/- in length, runs east-west between the aforementioned cities. This corridor will run mostly along already planned municipal trail routes.

The Frisco/McKinney Trail Corridor will be an important link between four major region trails: the West Rowlett Creek, Rowlett Creek, Cottonwood Creek and Wilson Creek Trail Corridors. It will provide north-south pedestrian and bicycle access from the cities of Frisco and McKinney to the cities of Allen, Plano and beyond. In addition, it will provide access between then EDS Superdome in Frisco and the mountain biking facilities at Erwin Park in McKinney.

The Frisco/McKinney Trail Corridor will link future residential areas in both cities to the Wilson Creek Baseball/Softball Complex in central McKinney.



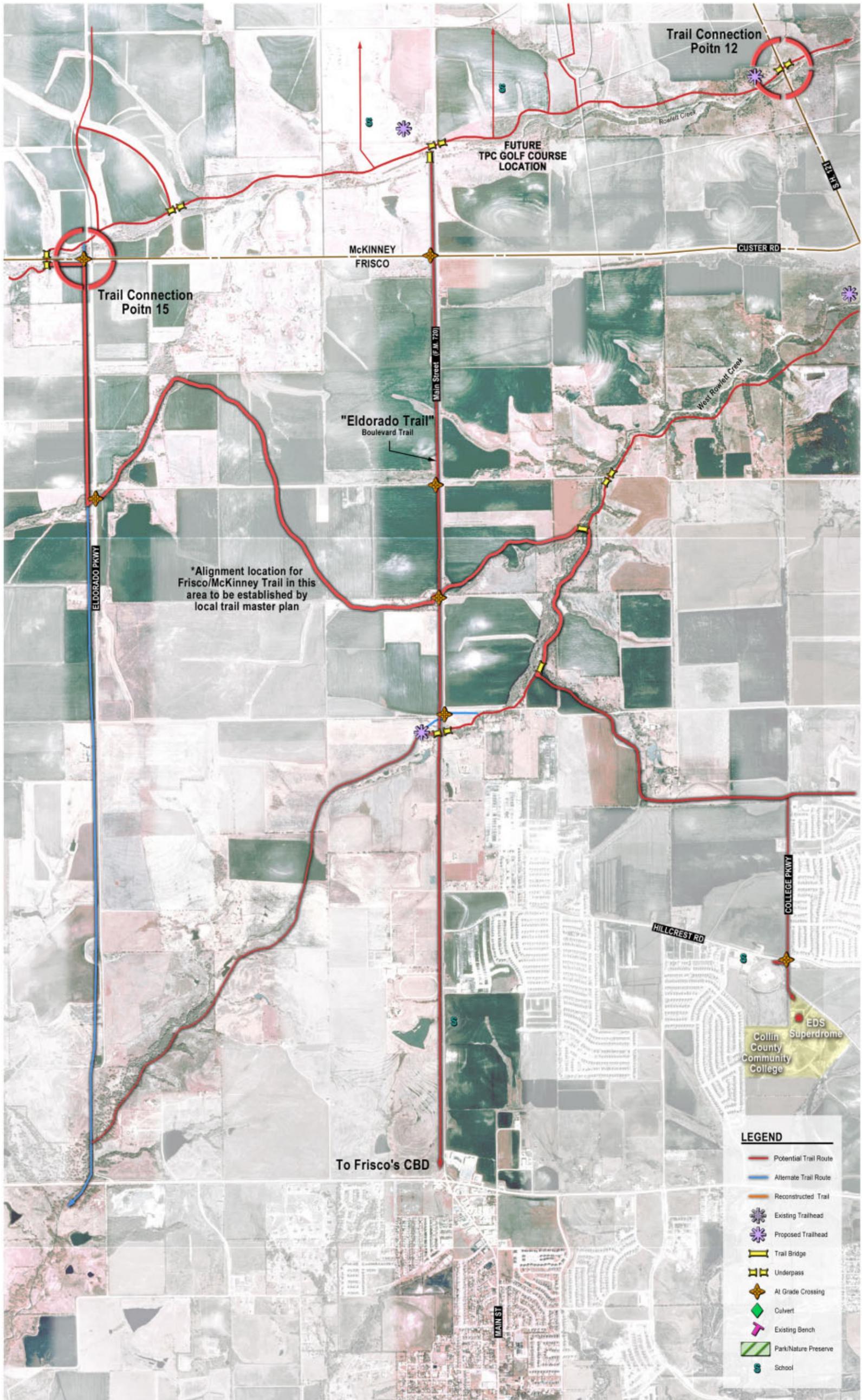
Six Cities Trail Plan  
**Corridor #5  
Frisco/McKinney Trail Corridor Locator Map**

October 2001

Approx. Scale: 1" = 1 Mile



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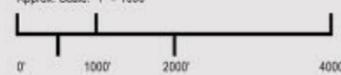


This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

Corridor #5  
**Eldorado Trail Corridor**  
 City of Frisco

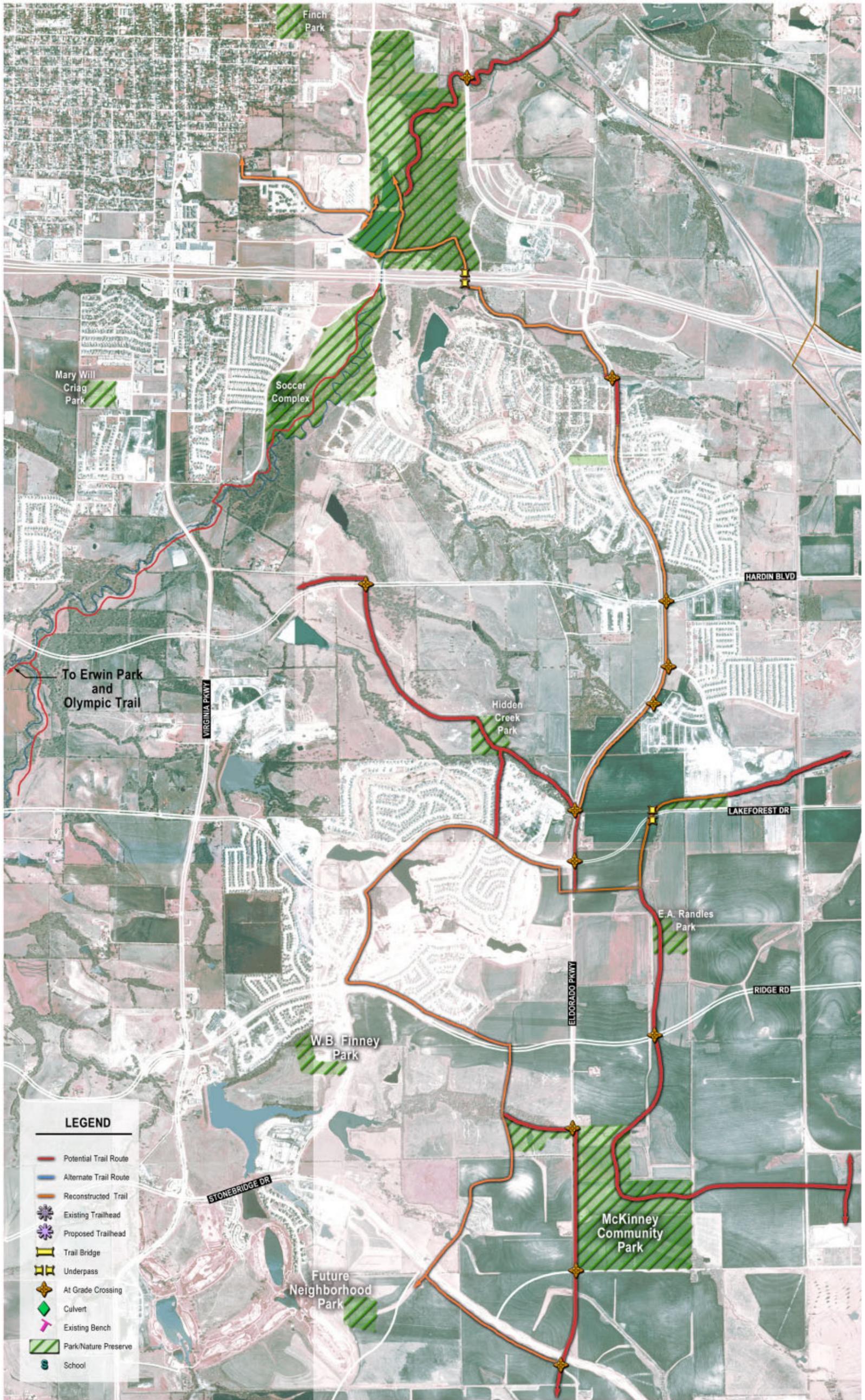
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Approx. Scale: 1" = 1000'



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**PLATE**  
**5-A**



This trail plan has been prepared for the purpose of illustrating the general concept. Trail locations and configurations are approximate and may be altered to respond to changing development conditions and requirements. Plan subject to governmental approval.

**CORRIDOR #5**  
**Eldorado Trail Corridor**  
**City of McKinney**

Six Cities Trail Plan  
 August 2001

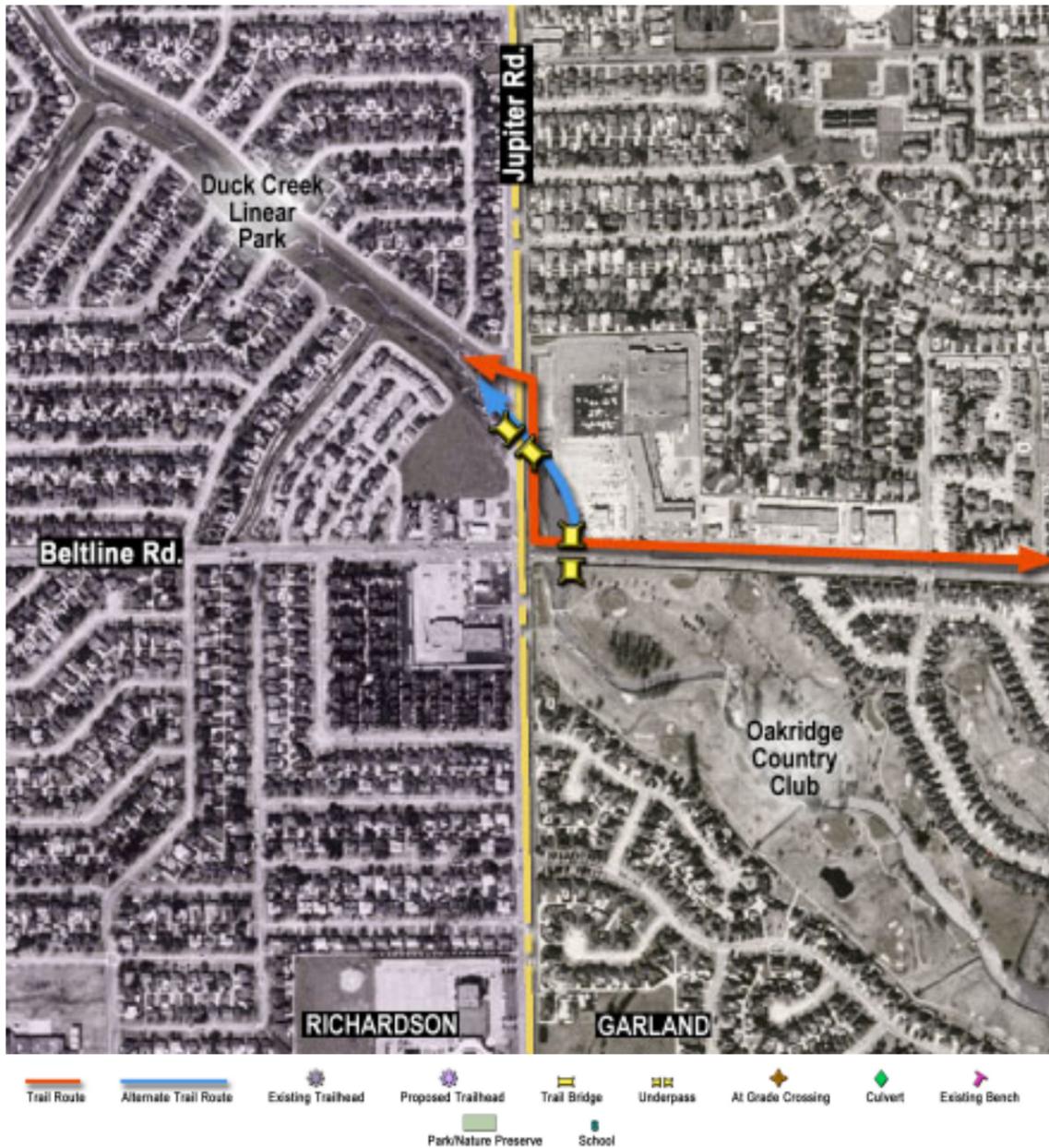
Approx. Scale: 1" = 1000'



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**PLATE**  
**5-B**





**Location:** At the intersection of Beltline Rd. and Jupiter Rd., along Duck Creek. (MAPSCO 18G)  
**Connection between:** GARLAND & RICHARDSON

**Type of connection:** Street Level

The street level option exposes pedestrians and cyclists to a significant amount of traffic at the intersection, along with significant amounts of turning movements. Crossing under the existing bridges at Jupiter Rd. and Belt Line Road reduces the exposure to vehicular traffic, but requires the construction of platforms for the trail under the existing bridges. These platforms could affect flood-water flow under the bridges.

**Segment Length:** 850' +/-

**Trail size** (existing & planned):

Garland: 8' (planned)

Richardson: 8' (existing)

**Recommended:** Upgrade to minimum width of 10' if feasible when connection is constructed and as existing trail segments are replaced.

**Trail surface material:**

Garland: concrete (proposed)

Richardson: concrete (existing)

**Amenities & Access to Destination Points:** Access to Duck Creek Linear Park, connection to local retail, connection to area school sites.

**Key Issues:** If feasible, connecting the trail under Jupiter and Beltline Roads is recommended. The impact of the trail on flooding should be evaluated to ensure that the below-grade segment is feasible. The trail should be raised above everyday flows in the drainage channel. Gates should be provided to close the trail during flood events, and connections to street level should be provided to deviate trail users during flooding, as well as to provide access to local retail. Further analysis of this connection will be studied in the City of Garland trail plan.

**Estimated Cost (from the end of the existing Duck Creek Trail in Richardson to the south east corner of Beltline Road and Jupiter Road):** \$125,000 for street level to \$250,000 to \$300,000 for drainage channel below grade trail crossing.

The Oakridge Country Club acts as a barrier to the southbound continuation of this trail corridor in Garland. Ideally, the trail alignment should run along an outside edge of the existing golf course but, because houses back onto the course, this option is no longer feasible. An alternative would be to cross Jupiter Road from Duck Creek Linear Park, head south alongside Jupiter until coming to Beltline road. At this point the trail would head east on the north side of Beltline Road until reaching Shilo Road where the trail would head south on the east side of Shilo Road.

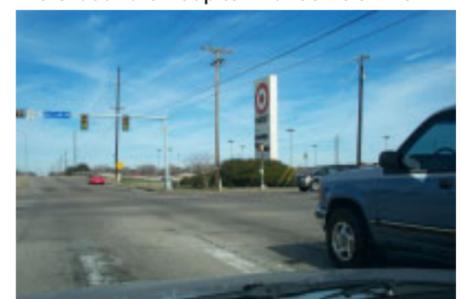


Duck Creek Linear Park as it approaches Jupiter Rd. from the northwest.



Drainage area at NE corner of Belt Line/Jupiter Rd intersection

Northbound on Jupiter Rd. at Belt Line





The cities of Garland and Richardson both view a connection along this portion of Rowlett Creek as essential in their future trail planning. Breckinridge Park in Richardson is a major regional recreational destination and therefore can attract heavy use along its adjacent trails. It is important that both cities reserve the appropriate right-of-ways to maintain the potential for the inter-jurisdictional trail connection in the future.

The trail connection from Garland will parallel Brand Road when it is widened. The route will connect to the existing trails in Breckinridge Park. An at-grade crossing of Campbell Road at Brand Road is anticipated and should be signalized.

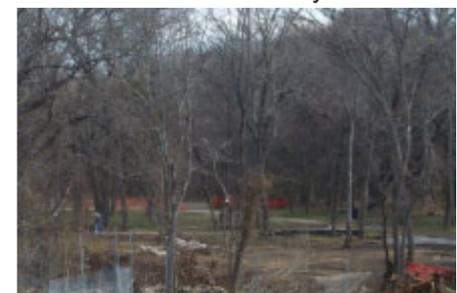


View south of Brand Rd. from Breckinridge Park entrance



Eastbound Campbell at Rowlett Creek

Breckinridge Park and Rowlett Creek at Garland/Richardson City limits line.



**Location:** Just north of the Collin Co./Dallas Co. Line, along Rowlett Creek and Brand Rd. (MAPSCO 9A J, N)

**Connection between:** GARLAND & RICHARDSON

**Type of connection:** On-street within the right of way of Brand Road.

**Trail size (existing & planned):**

Garland: 10'-12' (desired) To be determined in local trail plan.

Richardson: 10'

**Recommended:** 12' width concrete

**Trail surface material:**

Garland: concrete

Richardson: concrete

**Amenities & Access to Destination Points:**

Breckinridge Park, Rowlett Creek Corridor & Lake Ray Hubbard, One Eleven Ranch Park, Regional destinations along Rowlett Creek.

**Key Issues:**

- Signalized intersection recommended at Brand Road and Campbell Road to provide a safe at-grade crossing
- Incorporate a median refuge in the Brand/Campbell Road intersection.



**Location:** North of Renner Rd. and South of DART line along Rowlett Creek. (MAPSCO 9D)

**Connection between:** PLANO & RICHARDSON

**Type of connection:** Creekside/Greenbelt

**Trail size** (existing & planned):

Plano: 12'

Richardson: 10' (planned)

**Recommended:** 12' (width due to regional nature of trail connection)

**Trail surface material:**

Plano: concrete

Richardson: concrete

**Amenities & Access to Destination Points:** Lake Ray Hubbard, Bob Woodruff Park, Oak Point Park and Nature Preserve, Cottonwood Creek Green Belt and Breckinridge Park,

**Key Issues:**

- Request trail ledge under future DART Rail corridor as the corridor is improved
- Extend Breckinridge Trail corridor north along Rowlett Creek to intersection with Plano.
- Utilize flood overflow areas under railroad tracks to make connection for proposed trail.

Located at the north end of Brekinridge Park, this connection point has great opportunities for creekside trails. Development has yet to occur on adjacent properties along this stretch of Rowlett creek allowing for the incorporation of trails though these properties. Challenges posed at this connection point are as follow:

- 1) Adjacent property owner approval and cooperation
- 2) Crossing the future DART right-of-way (below grade crossing required)
- 3) If DART line becomes a rail to trail corridor the trail will need a way to connect grade separated routes.



Renner Road over Rowlett Creek



East bound Renner Rd at Rowlett Creek

## Trail Connection Point 4 PLANO & RICHARDSON



**Location:** HW 190 & Alma Dr. at Spring Creek (MAPSCO 7D)

**Connection between:** Plano & Richardson

**Type of connection:** Creekside/Greenbelt and on-street

**Trail size** (existing & planned):

Plano: no trail planned (10' recommended)

Richardson: 10' (planned)

**Recommended:** 10'

**Trail surface material:**

Plano: Concrete

Richardson: Concrete

**Amenities & Access to Destination Points:** Prairie Creek Park, Collin Creek Mall, Overland Trail Park, Spring Creek Nature Area.

**Key Issues:**

- Consider an at-grade crossing at Alma Road, but ensure that adequate intersection safety treatments are provided.
- Consider below-grade trail crossing at Spring Creek if feasible.

Trail Connection Point 4 has great potential in stitching together the Plano and Richardson trails network. Currently, the City of Plano does not plan to extend the Overland Park Trail south along Spring Creek to Richardson, but there are several opportunities to do so when a connection to Richardson is established.



Southbound Alma at Hwy. 190



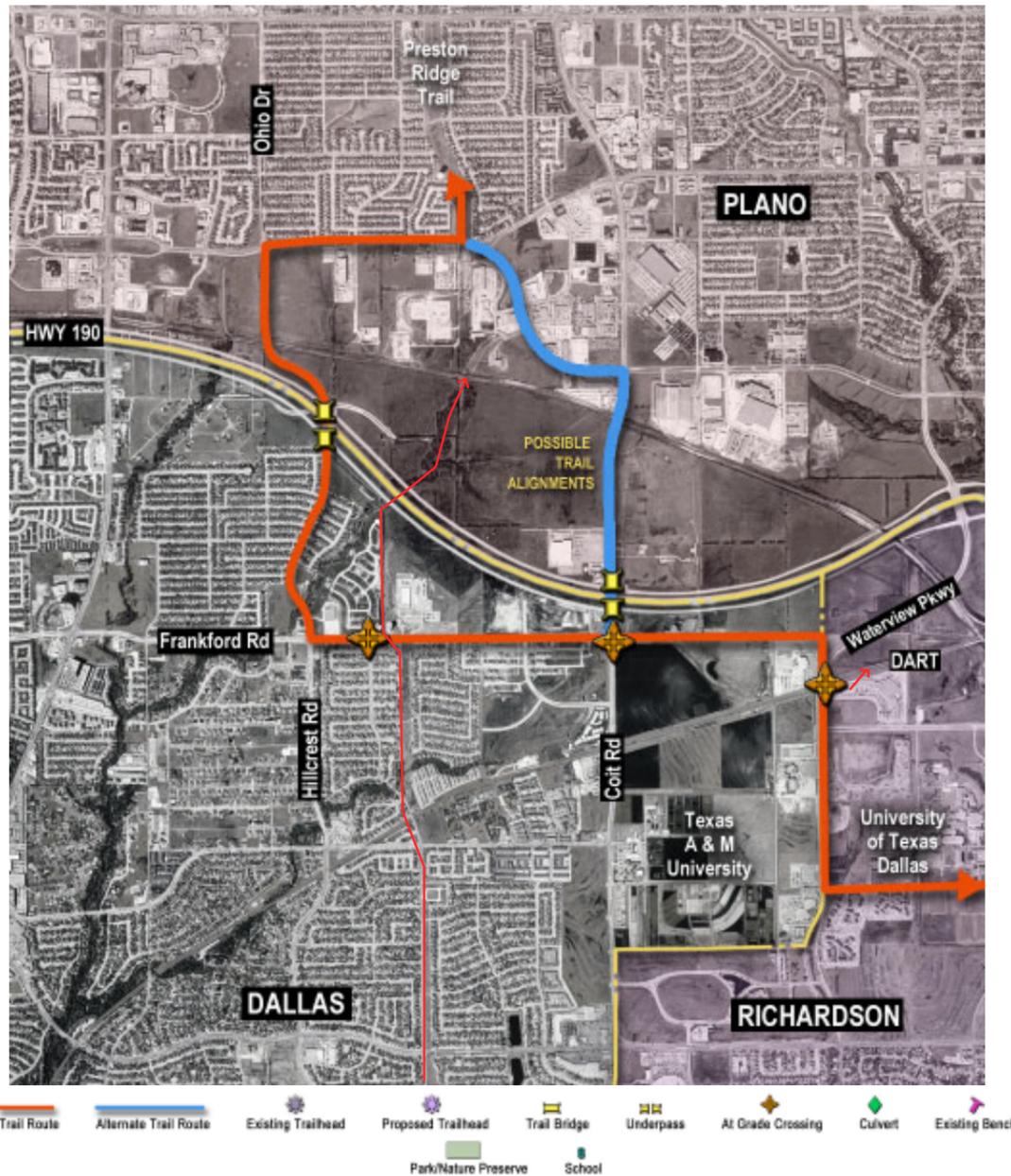
Residential trail backing onto Spring Creek north of Hwy. 190.



Hwy. 190 & DART over Spring Creek

Back side of vacant theater along creek edge.





**Location:** Between Coit Rd. and Ohio Dr. at HW 190 (MAPSCO 6 B,F,G,L)

**Connection between:** Plano, Dallas, Richardson

**Type of connection:** On-Street, or off-street but adjacent to major streets.

**Trail size** (existing & planned):

Plano: Bike Route existing along Ohio, connection to Preston Ridge Trail - 10' planned

Dallas/Richardson: 10' planned

Consider 12' wide corridor due to potential future volume of use.

**Trail surface material:**

Plano: concrete

Dallas, Richardson: concrete

**Amenities & Access to Destination Points:**

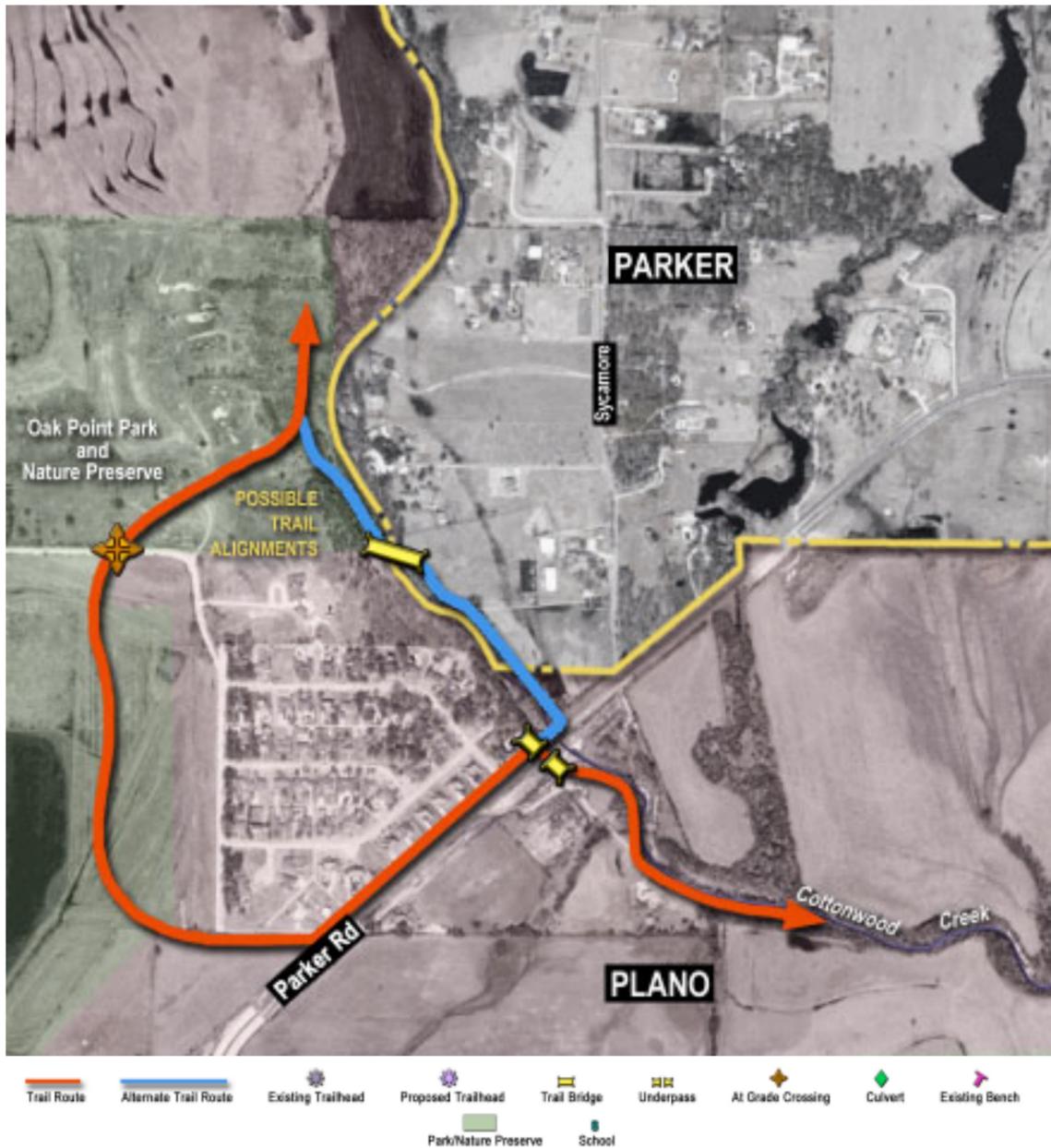
Texas A&M, University of Texas-Dallas, Preston Ridge Trail, Carpenter Park Recreation Center, El Dorado Park, Renner Road Trail Corridor.

**Key Issues:** Determine preferred location for the trail corridor

Trail Connection Point 5 is of great regional significance because it is part of the regional Veloweb that would allow the regional trail system to access two major educational institutions; UT Dallas, and Texas A & M's research facility on Coit Road. If adequately designed, this trail connection could serve as not only a recreational amenity for area residents but also as an alternative mode of transportation for students who attend these two universities. The alignment of this trail connection is to be within the right-of-way of Ohio/Hillcrest, east along Frankford Rd and then south into both university campuses.

East bound Frankford Rd. north of Texas A & M campus.





**Location:** Along Cottonwood Creek at Parker Rd.  
(MAPSCO 660 B, F)

**Connection between:** PLANO & ALLEN/PARKER

**Type of connection:** Creekside/Greenbelt underpass

**Trail size** (existing & planned):  
Plano: Proposed Recreational Trail  
Allen: 10'  
Parker: 10'

**Trail surface material:**  
Plano: concrete  
Allen: concrete  
Parker: N/A

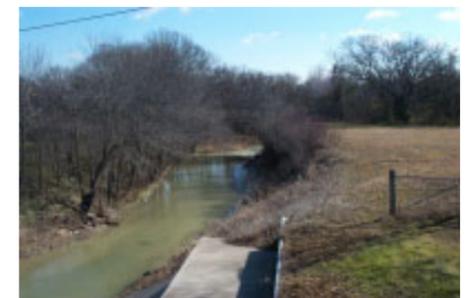
**Amenities & Access to Destination Points:** Collin County Community College, Oak Point Park Nature Preserve, Rowlett Creel Corridor

**Key Issues:**

- Utilize below bridge trail platform under Parker Road
- Add railings and linkage to street level sidewalk
- Use Parker Rd. ROW to access Oak Park and Nature Preserve to connect to Rowlett Creek Corridor and go around Windmill Country Estates Subdivision.
- Pursue possible alternate route on east side of Cottonwood Creek if redevelopment occurs in the City of Parker.

Located just to the north of the Parker Rd. Bridge over Cottonwood Creek, this connection point serves as an auxiliary connection to the Rowlett Creek trail corridor and Lake Ray Hubbard. A trail alignment at this point is better located:

- on the west bank of the creek - South of the Parker Rd. Bridge
- on the east bank of the creek - North of the Parker Rd. Bridge (alternate)



Cottonwood Creek south of Parker Rd.



South side of Parker Rd. Bridge



Pedestrian access under west side of bridge





The opportunity for an interjurisdictional connection between the cities of Allen and Plano along Cottonwood Creek is excellent. On the City of Allen's side public access and visibility is available for a good stretch of the creek. The City of Plano should encourage similar conditions along their portion of the creek. In the event that Chaparral is connected eastward, the bridge abutments could be used as part of the trail unless the trail crossing happens at street level.

**Location:** Along Cottonwood Creek, east of Jupiter Rd and west of Allen Heights. (MAPSCO 560T)

**Connection between:** ALLEN & PLANO

**Type of connection:** Creekside/Greenbelt

**Trail size** (existing & planned):

Allen: 8' phasing to 10'

Plano: 10" proposed recreational trail

**Recommended:** 10'

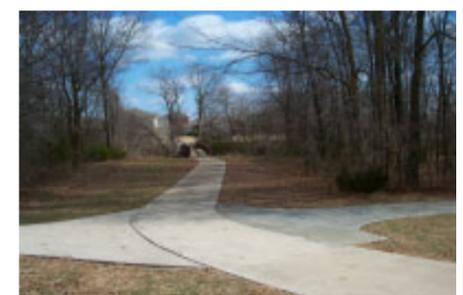
**Trail surface material:**

Allen: concrete

Plano: N/A

**Amenities & Access to Destination Points:** Bethany Lakes Park, Ford Park West, Allen Station Park, Connection to Rowlett Creek Trail Corridor

**Key Issues:** Bridge construction on Chaparral Road needs to accommodate trail. Connection to existing trail in Allen will require a pedestrian bridge at Heritage Park.



Trails along Cottonwood Creek in Allen

Trails and part of playground at Heritage Park.





Providing access from the west of Hwy 75 to Oak Point Park & Nature Preserve and the Connemara Conservancy is the main focus of Trail Connection Point 8. Currently there is undeveloped land along both sides of Rowlett Creek between Hwy 5 and Hwy 75 allowing the possibility for acquiring a trail easement on both sides of the creek. Bridge benches exist on the south bank of the creek at Hwy 5 and on both banks at Hwy 75. On the west on Hwy 75 Rowlett Creek goes through the Chase Oaks Golf Club requiring the need to align the trail around this property. Possible trail locations are delineated.

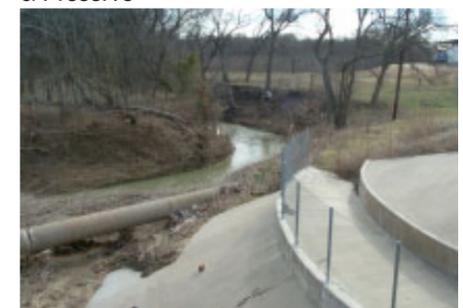


Hwy. 75 Bridge over Rowlett Creek south of Chase Oaks Golf Club



Hwy. 5 Bridge over Rowlett Creek

Pedestrian access under Greenville Ave. bridge on opposite side of Oak Point Park & Preserve



**Location:** Along Rowlett Creek, West of Hwy 75 North of Legacy Dr. (MAPSCO 559 T,U)

**Connection between:** ALLEN & PLANO

**Type of connection:** Creekside/Greenbelt

**Trail size** (existing & planned):

Allen: 10' (planned)

Plano: 12' (planned)

**Recommended:** 12'

**Trail surface material:**

Allen: concrete (planned)

Plano: concrete

**Amenities & Access to Destination Points:**

Oak Point Park and Nature Preserve, High Point Athletic Fields, Russell Creek, Hoblitzelle Park and future community park in Allen. This is also the centerpoint of the key regional trail connecting all six cities.

**Key Issues:** Existing water line running parallel to Hwy. 5 might pose an obstacle and require either relocation or burial. Railroad bridge over Rowlett Creek has low clearance. Topography between railroad bridge and Hwy. 75 poses a challenge for the grading of a trail to meet ADA requirements.



**Location:** Along Russell Creek, north of Hedgecoxe Rd. (MAPSCO 558 J,K)

**Connection between:** ALLEN & PLANO

**Type of connection:** Creekside/Greenbelt

**Trail size** (existing & planned):

Allen: 10' (planned)

Plano: 10' (planned)

**Recommended:** 12'

**Trail surface material:**

Allen: concrete (planned)

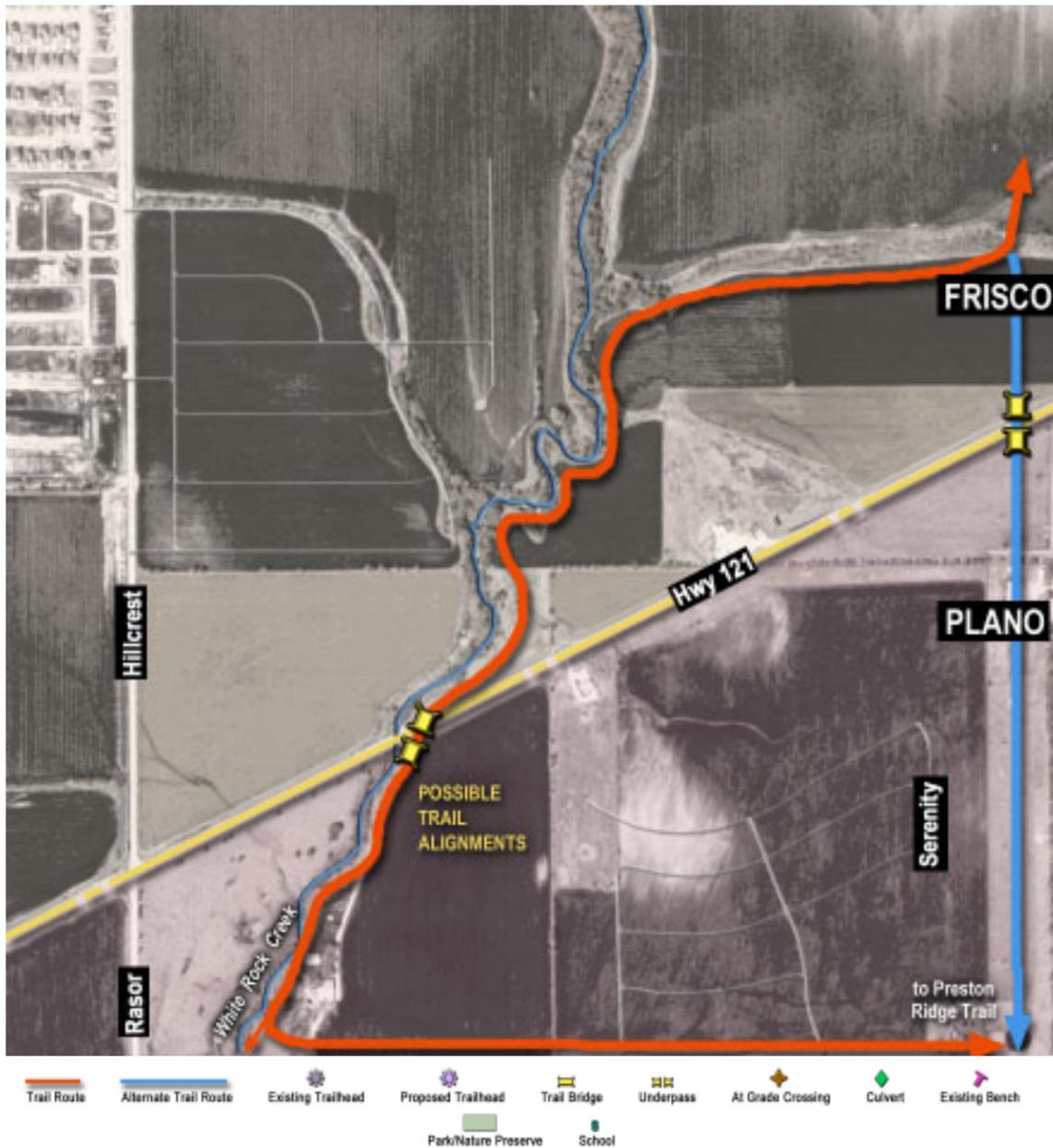
Plano: concrete

**Amenities & Access to Destination Points:**

Oak Point Park and Nature Preserve, High Point Athletic Fields, Russel Creek, Hoblitzelle Park and future community park in Allen.

**Key Issues:**

- Incorporate standard trail safety feature in at-grade street crossings at Hedgecoxe Road and Custer Road.
- Utilize trail shelf under new Custer Rd. to connect trail.
- Utilize box culverts under Hedgecoxe Rd. to connect trail.
- Develop grading plan to get trail to box culvert/shelves.



**Location:** Along White Rock Creek at 121

**Connection between:** FRISCO & PLANO

**Type of connection:** Creekside/Greenbelt, grade separated crossing at 121

**Trail size** (existing & planned):

Frisco: 12' trail planned

Plano: 10' Recreational Trail Planned (12' recommended)

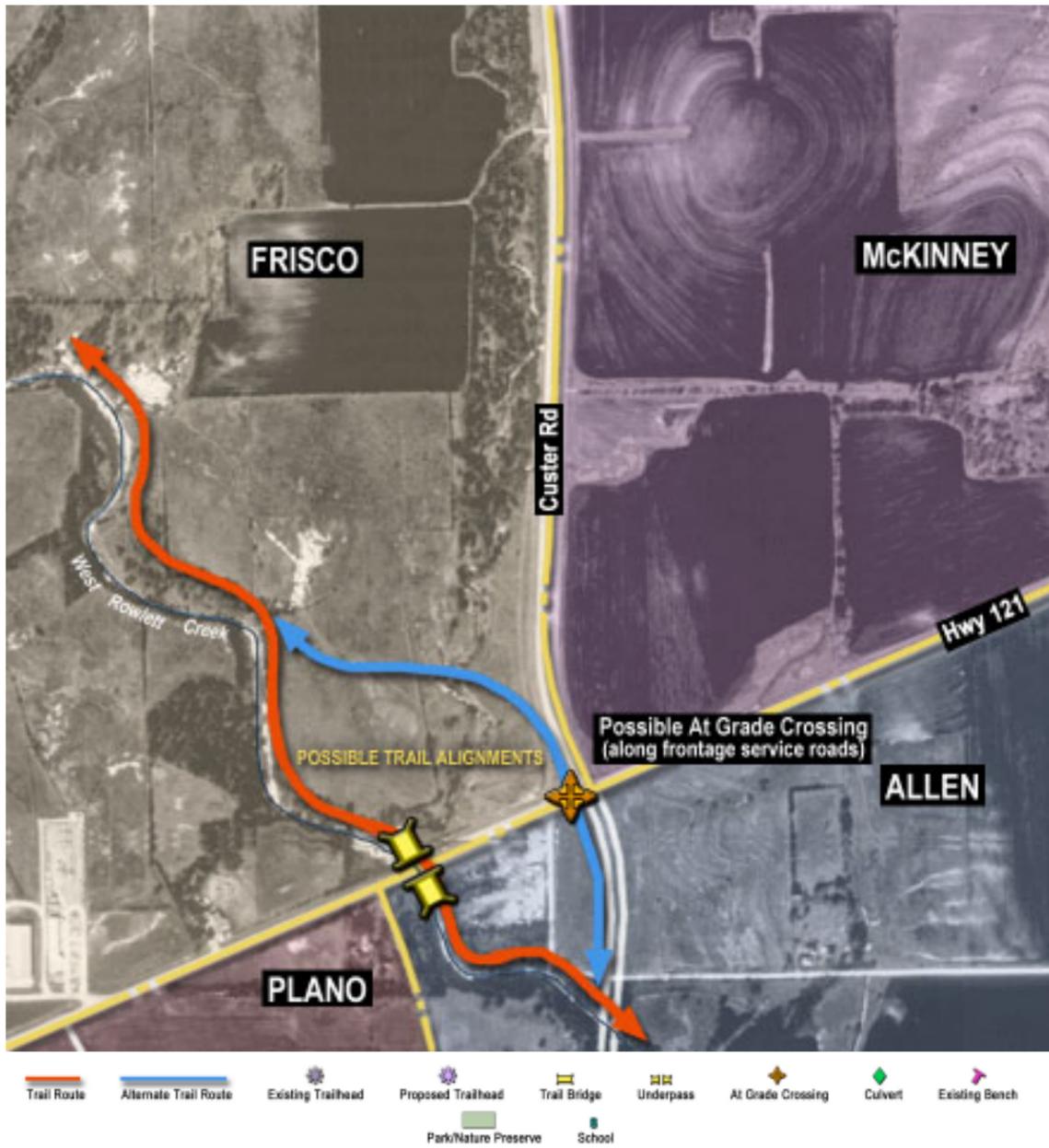
**Trail surface material:**

Frisco: Concrete

Plano: Concrete

**Amenities & Access to Destination Points:** Collin County Community College, Superdome, Shawnee Community Park. This trail will be a vital link from the Frisco trail system to the communities to the south.

**Key Issues:** Shallowness of the creek at Hwy. 121 may preclude a below-grade trail crossing. If so, reroute 121 crossing to Hillcrest, Ohio or Coit Roads. However, if feasible, state should consider an enlarged shallower bridge section to accommodate a trail under SH 121 at White Rock Creek.



**Location:** West Rowlett Creek and 121 (MAPSCO 458 S,T)

**Connection between:** FRISCO, ALLEN & North PLANO

**Type of connection:** Creekside/Greenbelt, grade separated

**Trail size** (existing & planned):

Frisco: 10'

Allen: 10'

**Recommended:** 12' (regional trail connection)

**Trail surface material:**

Frisco: Concrete

Allen: Concrete

Plano: Concrete

**Amenities & Access to Destination Points:** Access to neighborhood and community parks in Frisco, connection to hike and bike trail along Rowlett Creek. This point will ultimately be a key linkage to the proposed sports facilities planned for the Frisco/McKinney area as well as a vital link from the Frisco trail system to the communities to the south.

**Key Issues:** Incorporate a grade separated crossing at S.H. 121 main lanes and frontage roads



**Location:** East Rowlett Creek and 121

**Connection between:** ALLEN & MCKINNEY

**Type of connection:** Creekside/Greenbelt

**Trail size (existing & planned):**

Allen: 10' minimum

McKinney: 12'

**Trail surface material:**

Allen: concrete

McKinney: concrete

**Amenities & Access to Destination Points:** Access to neighborhood and community parks in Frisco, connection to hike and bike trail along Rowlett Creek. This point will ultimately be a key linkage to the proposed sports facilities planned for the Frisco/McKinney area and planned T.P.C. course in McKinney.



**Location:** Watters Creek and 121 (MAPSCO 459 J&N)

**Connection between:** ALLEN & MCKINNEY

**Type of connection:** Creekside/Greenbelt

**Trail size** (existing & planned):

Allen: 10'

McKinney: 10'

**Trail surface material:**

Allen: concrete

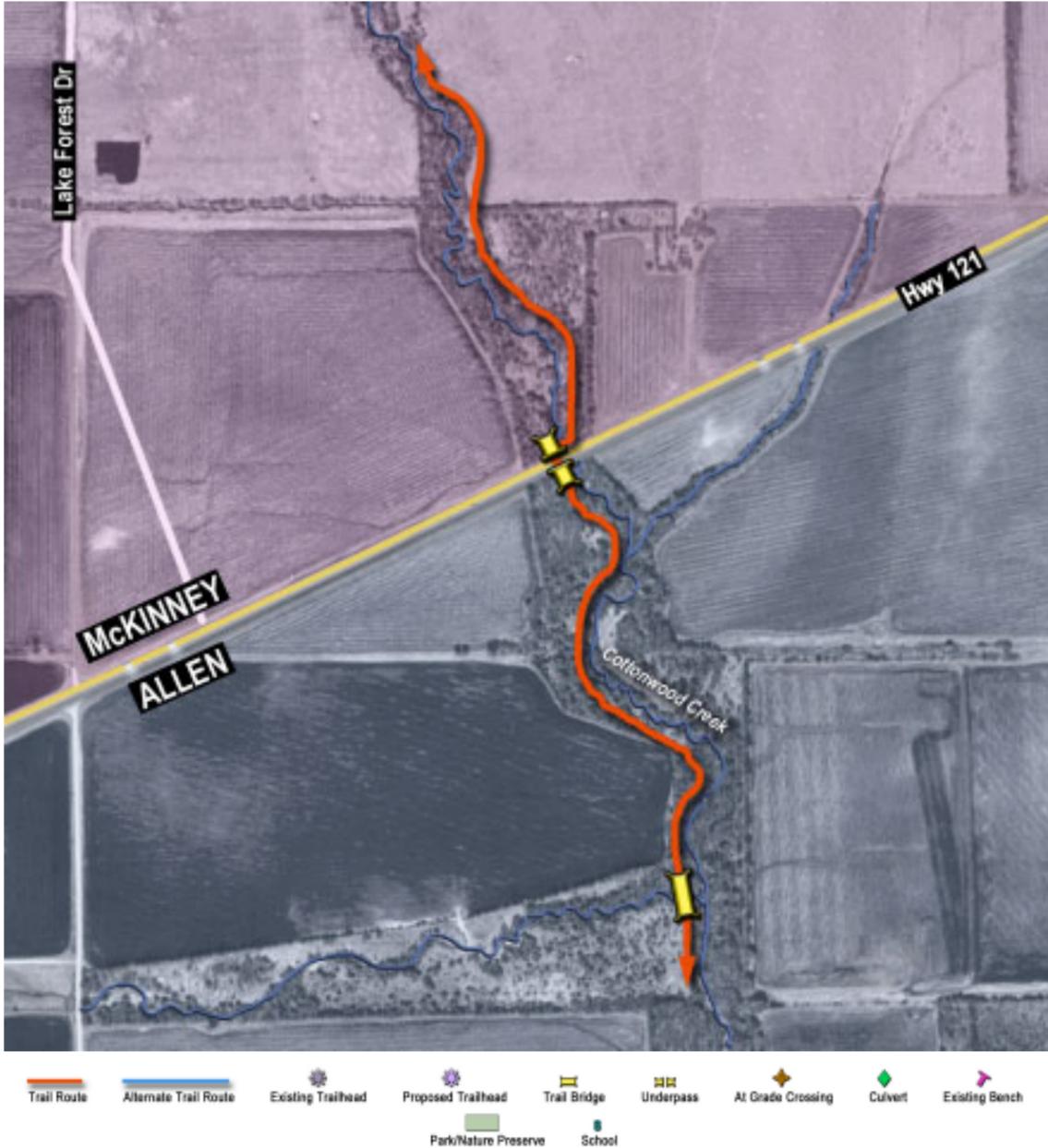
McKinney: concrete

**Key Issues:**

- Incorporate trail benches in Hwy. 121 Bridges over Watters Creek.

Watters Creek at Hwy 121.





**Location:** Cottonwood Creek and Hwy. 121 (MAPSCO 459 H&M)

**Connection between:** ALLEN & MCKINNEY

**Type of connection:** Creekside/Greenbelt

**Trail size** (existing & planned):

Allen: 10'

McKinney: 10'

**Trail surface material:**

Allen: concrete

McKinney: concrete

**Amenities & Access to Destination Points:** Eldorado Trail

**Key Issues:**

- Provide trail bench on all new Hwy 121 Bridges.

Hwy 121 at Cottonwood Creek





This trail connection provides the primary access between the cities of Frisco and McKinney.

**Location:** Eldorado Pkwy at Frisco and McKinney city limit

**Connection between:** McKINNEY & FRISCO

**Type of connection:** Below grade culvert underpass or at grade crossing at Eldorado Pkwy and Custer Rd.

**Trail size** (existing & planned):

McKinney: 10'-12'

Frisco: 10'-12'

Recommended Width: 10'

**Trail surface material:**

McKinney: Concrete

Frisco: Concrete

**Amenities & Access to Destination Points:** Hank Haney Golf and Recreation Facility, proposed TPC Golf Course facility in McKinney, Frisco community parks, Superdome, Panther Creek Hike and Bike Trail, areas schools and parks

**Key Issues:** On-street crossing at Custer and Eldorado Pkwy will require signalization and median refuge.

Eldorado Parkway at Ash Lane  
(Existing bike trail under Eldorado Pkwy).





**Location:** Collin Co. Rd. 71 ( Coit Rd.) just north of Collin Co. Rd. 23 (MAPSCO 357 F&K)

**Connection between:** McKINNEY & FRISCO

**Type of connection:** On-street, at grade crossing at signalized intersection.

**Trail size (existing & planned):**

**McKinney:** 10'

**Frisco:** 10'-12' planned

**Recommended Width:** 10'

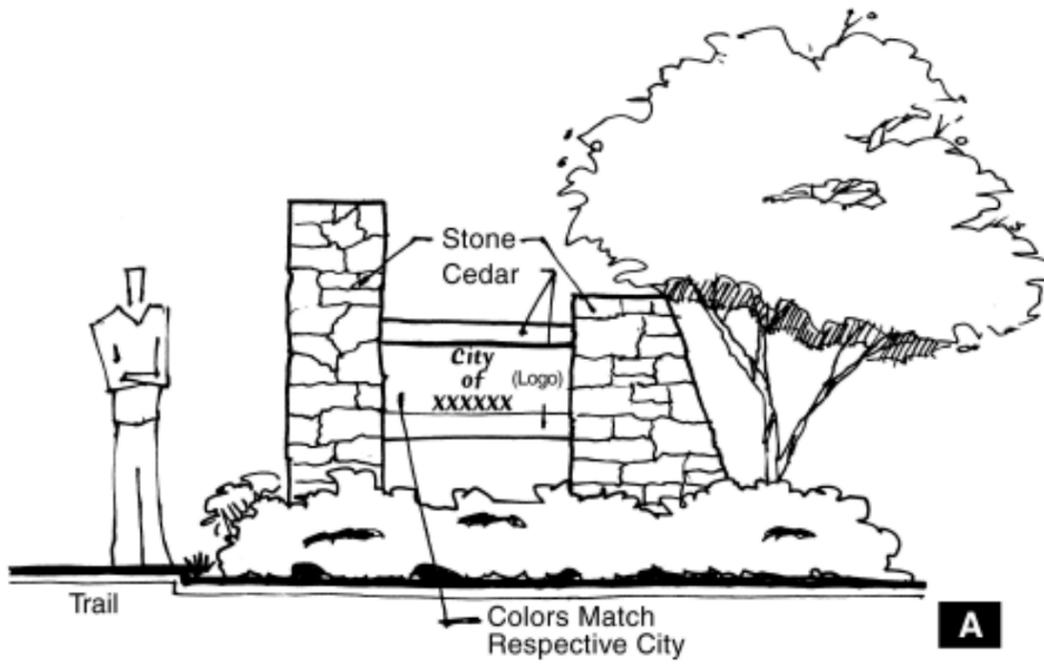
**Trail surface material:**

**McKinney:** concrete

**Frisco:** concrete

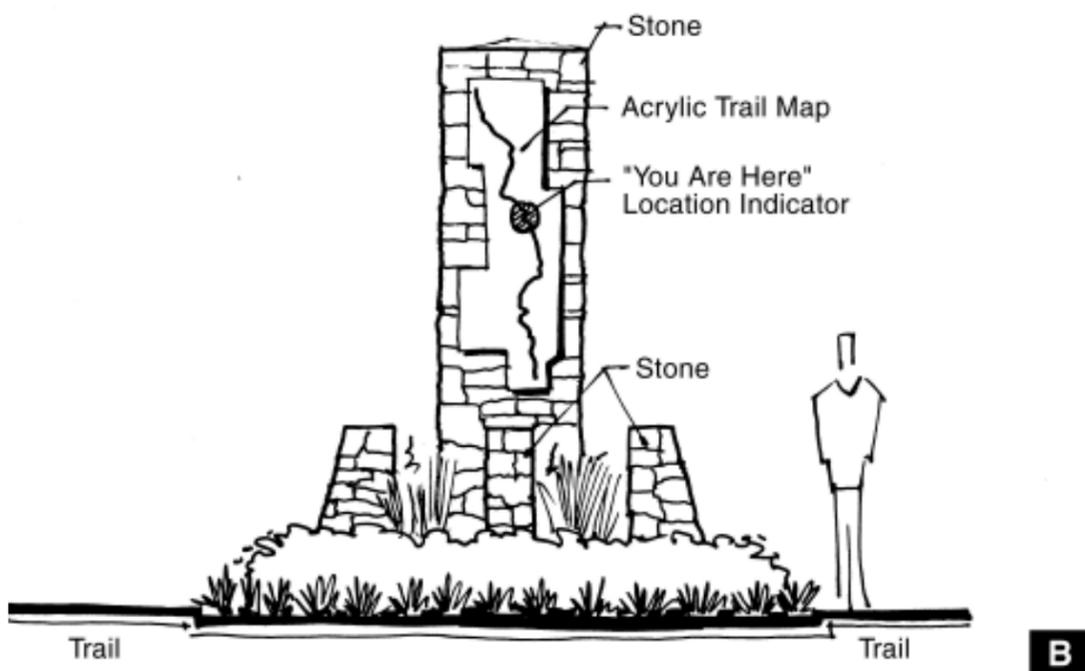
**Amenities & Access to Destination Points:** Area parks, schools and residential communities.

**Key Issues:** Long range crossing, include in future planning for the area. Consider future connections to the north. Intersection should be signalized for safety.



**City to City Crossings**

The transition points from one city to another along major trails should be easily identifiable and celebrated. Signage denoting city limits as well as periodic "You Are Here" locator maps will add to the convenience and character of the trail corridor and will help guide trail users along the proposed trail network. These signs can become features that help unify the varied trails that are a part of the Six Cities Trail Plan.





**Plan Recommendations**

- Adopt each of the six major trail corridors identified in the plan as key regional trail corridors.
- Adopt the key intersection locations between cities identified in the trail plan, and continue detailed planning for each of the intersecting points.
- Adopt a common trail “border crossing” set of design standards, such as those presented in this document, and use them throughout the regional trail system to identify the key trail components of the system.
- Plan for and schedule a continuing regional trail planning dialogue between participating cities.
- Adopt the Six Cities Trail Plan as a guiding component of each city’s Park Master Plan and Trail Master Plan.
- Once adopted by the participating cities, present the Six Cities Trail Plan to the North Central Texas Council of Governments for inclusion in the regional mobility plan.
- Incorporate the recommendations of the Six Cities Trail Plan into long-range regional trail planning for Collin County and Dallas County.
- Consider joint or multi-jurisdictional applications for trail grant funding so as to potentially strengthen each application by emphasizing the fact that multiple jurisdictions are cooperating and jointly seeking funding.



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